



a master plan report

CAPE COD COMMUNITY COLLEGE



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**CAPE COD
NATIONAL SEASHORE**

Master Plan

recommended

date

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2.18.70

Chief, Office of Environmental Planning and Design

/s/ *Leslie P. Amburger*

4.7.70

Superintendent

approved

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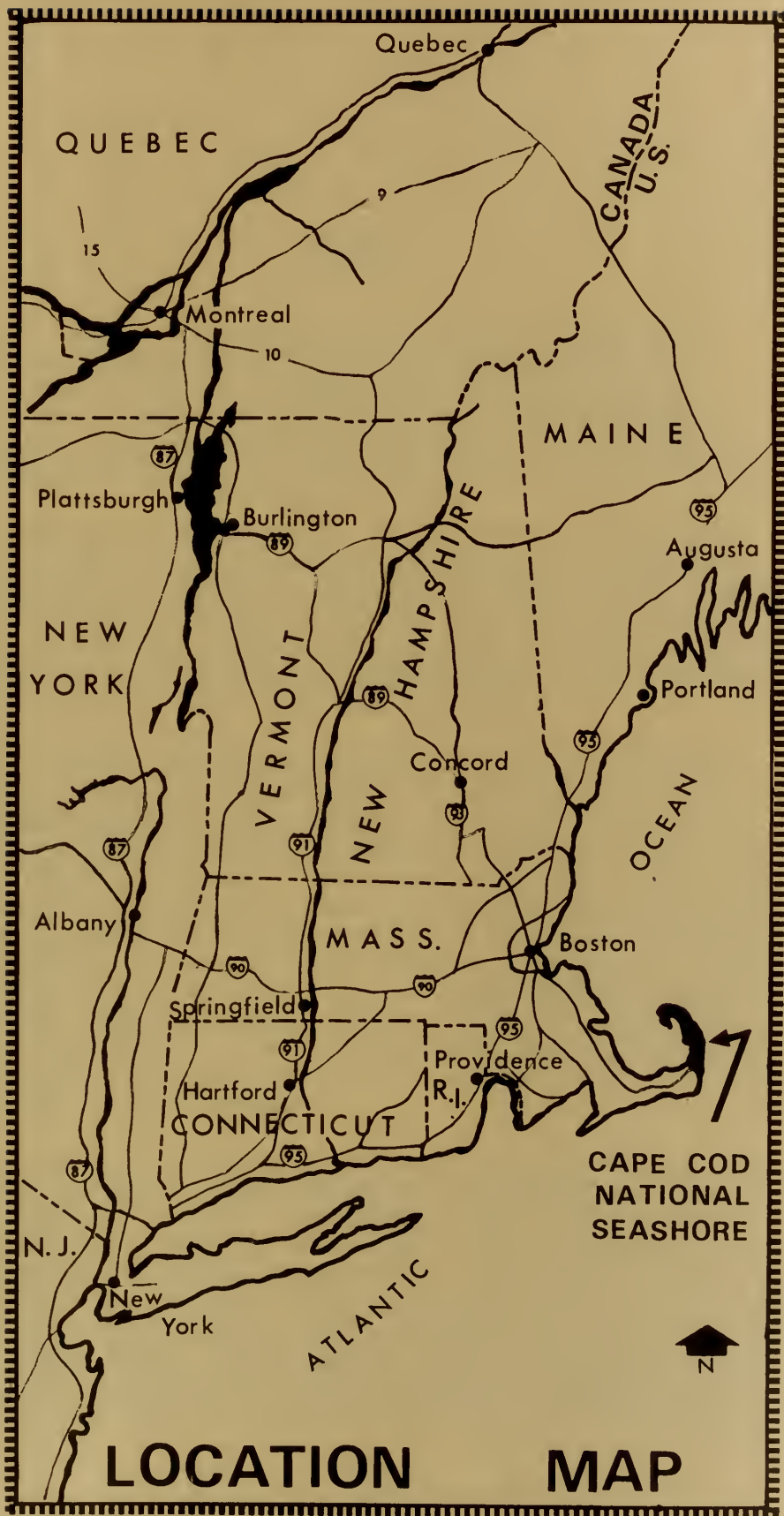
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REGIONAL DIRECTOR

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SUMMARY

The Master Plan for preservation and use of Cape Cod National Seashore was prepared in 1962 and approved in 1963 after review and recommendation by the Advisory Commission. This is a second edition of the 1963 plan, in a new format and with such revisions as five years of experience in developing and managing the Seashore dictate.

This edition has three parts. The Purpose and Objectives set the tone and provide general direction. The Regional Description and Analysis, Resource Description and Evaluation, Factors Affecting Resources and Use, and Visitor Use Sections set forth the basic data which influence planning. The Plan Section presents planning recommendations derived from the Purpose, Objectives, and factual background.

Several factors influence planning for Cape Cod National Seashore. First, the Seashore is an integral part of the Southeastern Massachusetts region. The region attracts visitors, provides overnight accommodations and offers many recreational facilities. The Seashore preserves much of the natural resource which attracts visitors to the Cape, and provides recreational and interpretive facilities which augment and complement those provided elsewhere. Seashore resources provide an exceptional base for such outdoor pursuits as swimming, fishing, surfing, hiking and biking; for nature and history study; and for cultivating an awareness of man's relationship with his environment. However, many of these resources are very fragile.

Factors affecting resources and their use include the provisions of the Act which authorized the Seashore, the presence of substantial amounts of privately owned and town owned land within the Seashore boundaries, and a temperate climate which makes off-season use possible. Significant aspects of visitor use include a high percentage of day use by people staying on the Cape but outside the Seashore, very heavy use in July and August with unusually light use the rest of the year, and a tendency by visitors to go to a given Seashore facility and spend considerable time there before moving on.

The plan section recommends the facilities required to support recreation and interpretation. In this, it closely follows the first edition of the Seashore Master Plan. Emphasis is given to correlating Seashore planning and regional planning, particularly in providing better access and in determining optimum capacities for both the Seashore and Cape Cod as a whole. Studies to determine the feasibility of increasing beach capacity by constructing parking lots just off Route 6 and providing public transportation to the beaches are suggested. A program to encourage off-season use is set forth. Environmental education is stressed. Continued cooperation with State and local agencies in resource management is emphasized.

PURPOSE

The purpose of Cape Cod National Seashore is to assure this and future generations the opportunity to enjoy the outstanding scenic, scientific, historical and recreational resources found here, and to gain a greater appreciation of this environment and man's relationship to it.

OBJECTIVES

To achieve this purpose, the National Park Service will follow the objectives stated on pages 4-6. These objectives are based upon the purpose of the Seashore as defined in the authorizing Act of August 7, 1961, and upon policies enunciated by the Secretary of the Interior.

Section 7 (b) (1) of the authorizing legislation states that:

"In order that the Seashore shall be permanently preserved in its present state, no development or plan for the convenience of visitors shall be undertaken which would be incompatible with the preservation of the unique flora and fauna or the physiographic conditions now prevailing or with the preservation of such historic sites and structures as the Secretary may designate: Provided That the Secretary may provide for the public enjoyment and understanding of the unique natural, historic and scientific features of Cape Cod within the seashore by establishing such trails, observation points, and exhibits and providing such services as he may deem desirable for such public enjoyment and understanding: Provided, further That the Secretary may develop for appropriate public uses such portions of the seashore as he deems especially adaptable for camping, swimming, boating, sailing, hunting, fishing, the appreciation of historic sites and structures and natural features of Cape Cod and other activities of similar nature."

Section 7 (b) (2) directs that:

"In developing the seashore the Secretary shall provide public use areas in such places and manner as he determines will not diminish for its owners or occupants the value or enjoyment of any improved property located within the Seashore."

On November 3, 1965, the Secretary reaffirmed his awareness of and obligation to follow this legislative directive, stating that:

"Our job at Cape Cod is clearly to protect the area and provide public access without damaging its beauty *** The Master Plan worked out with the Cape Cod Advisory Commission is our blueprint.

"No change in our plans, and no change in our policy will be made. The Cape Cod Act is assurance of this."

1. Priority of Management: The National Park Service will continue to manage and develop the Seashore within the letter and spirit of the authorizing legislation; undertaking no development for the convenience of visitors which would be incompatible with the preservation of the unique flora, fauna or physiographic conditions, or with the preservation of historic sites and structures, but developing and managing for public recreational uses specified in the Act those portions of the seashore especially adaptable for such use and so located and planned as not to diminish for its owner the value and enjoyment of any improved property within the Seashore.

2. Service to Visitors: The National Park Service will cooperate with permittees, concessioners, private enterprises and local governments to assure that all services supplied the visitor within the seashore adhere to standards which will insure an experience enriching to body, mind and soul. Development and management will be based on a thorough knowledge of the visitor and the way in which he uses the Seashore.

3. Provision of Facilities: Visitor facilities within the seashore will be planned and provided to attain good balance and diffusion of use throughout; creating patterns of use

which will harmonize with uses in adjoining communities, and preserving the Cape Cod atmosphere.

4. Off-Season Use: Use of visitor facilities throughout the year will be sought by encouraging off-season visits by schools and like groups, by encouraging activities suited to the different seasons, and by providing winterized facilities needed to support such use.

5. Research: An inventory of Seashore resources will be completed and a plan for research which can be carried out in large part by cooperating academic and scientific institutions will be prepared and implemented.

6. Visitor and Resident Protection: Protection will be provided to visitors and property owners within the Seashore in cooperation with local authorities to enable them to properly and safely enjoy the natural features and recreational facilities with a minimum of intrusion on private property owners' rights and a minimum of damage to natural resources.

7. Concessions: All commercial visitor services will be supplied outside the boundaries, except for existing facilities operating under suspension of condemnation certificates and those concessions required to provide minimal essential services.

8. Comprehensive Planning for Use: The National Park Service will encourage regional planning efforts and will cooperate with State and local agencies to the maximum extent consonant with its responsibilities to the American public in seeking solutions to regional problems.

9. Primary Pattern of Use: A pattern of use and development will be sought which will enable visitors to enjoy the natural beauty and charm of the Cape, obtain an understanding of its natural and man-made features, and participate in those recreational activities for which the Seashore is especially suitable and which are specified in the Act of August 7, 1961.

10. Resource Management Programs: The Seashore will be conserved and protected through effective management programs based upon a thorough knowledge of Seashore resources.

11. Architectural Theme: All park structures will be so designed as to conform to the Seashore's architectural theme as exemplified by the facilities already constructed by the National Park Service.

12. Scope of Collections: The Seashore museum collections will be limited to those artifacts recovered by archeological projects on Federal lands and to those archeological, historical and natural history specimens required for effective interpretation and for a representative study collection.

13. Visitor Information: The National Park Service will, in cooperation with State, local, and private groups, develop an informational program to acquaint all visitors with the facilities and services provided for their use and to encourage a use pattern which avoids overcrowding of some facilities and under-use of others.

14. Interpretive Theme: The story of Cape Cod is the natural history of forces which have formed and are shaping the landscape and the human history of man's effect on this landscape.

15. Environmental Education: The National Seashore will continue to develop and implement those phases of the Service's evolving Environmental Education program applicable to this area and resources.

16. Cultural Facilities: The National Park Service will cooperate in encouraging cultural activities within the limits of existing facilities and staff.



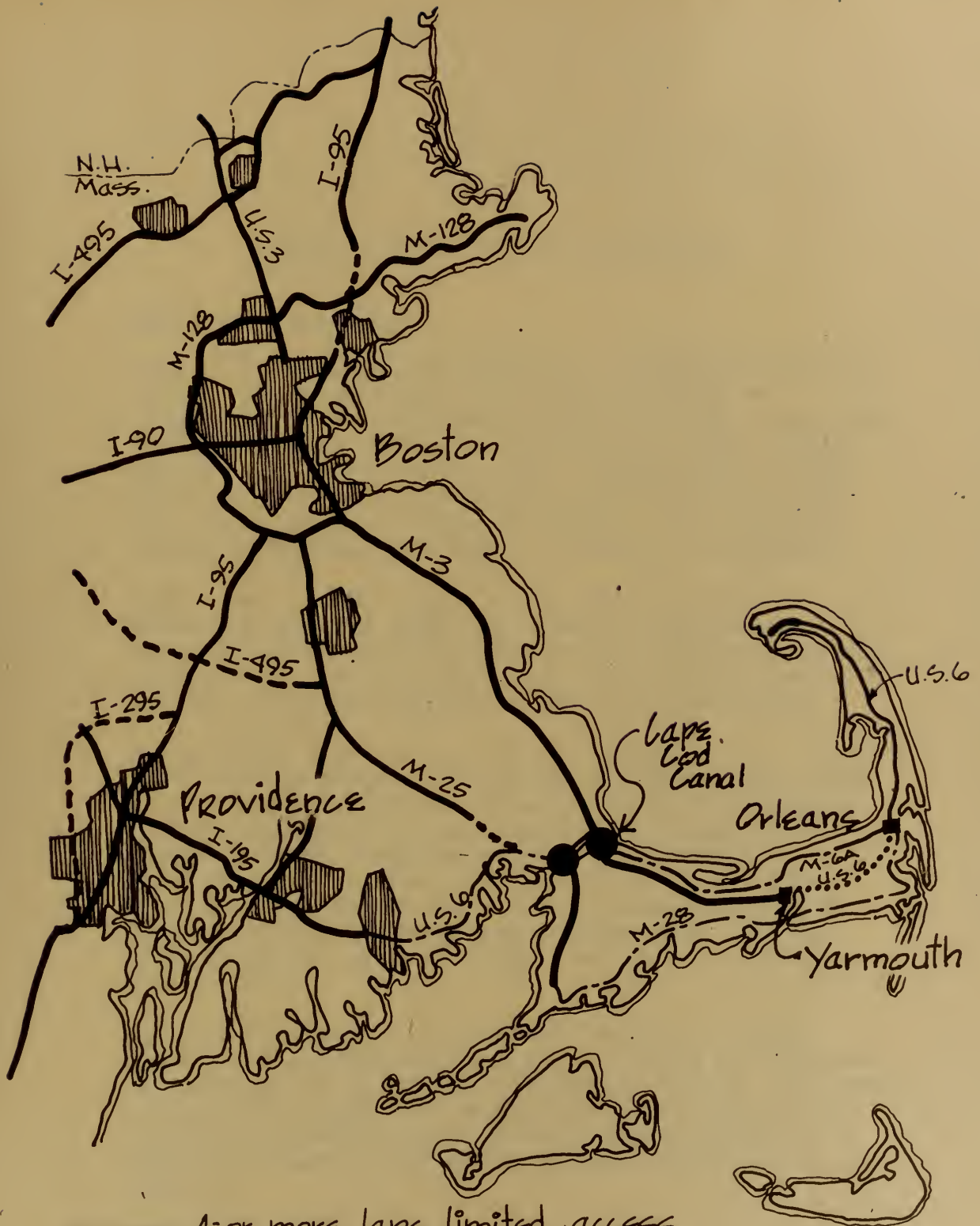
ROADS
 — 4-lane Limited Access
 - - 2-lane Limited Access
 — 3 or 4-lane Unlimited Access
 — Major Town Roads
 — Minor Town Roads

CAPE COD NATIONAL SEASHORE

BEACHES
 (T) Town
 (S) State
 (MS) National Seashore
 ▲ GOLF COURSES
 R MARINAS, BOAT RAMPS
 ■ CAMPGROUNDS and TRAILER PARKS
 X AIRFIELDS



THE CAPE COD REGION



———— 4 or more lane limited access

..... 2-lane limited access

———— 3 or 4-lane unlimited access

—— 2-lane unlimited access



bridges across the Cape Cod Canal

• Access Sketch •



REGIONAL CHARACTERISTICS AND ANALYSIS

Access and Circulation

Cape Cod is accessible by private car, intrastate bus, and by air. Bus service from Providence and Boston to Provincetown by way of Hyannis operates all year. Barnstable Municipal Airport in Hyannis handles four flights per day from New York and two from Boston. During spring, summer and fall, airports at Chatham and Provincetown are served by a number of daily flights from Boston. Air and ferry service to Nantucket and Martha's Vineyard is available.

Still, most visitors arrive on the Cape by private car. The sketch opposite shows the network of Interstate, United States and State routes which feed visitors from the northeastern seaboard megalopolis to the Cape Cod Canal and the two bridges linking the Cape with the mainland.

United States Route 6, the Mid-Cape Highway, is the primary route from the canal to the rest of the Cape. This highway is four-lane limited access from the canal to Yarmouth, two-lane limited access from Yarmouth to Orleans, unlimited access three and four-lane undivided from Orleans to North Truro, and limited access four-lane divided from North Truro to Provincetown. Massachusetts Routes 28 and 6A, both two-lane, winding low-capacity roads, parallel Route 6 from the canal to Orleans, and serve as secondary access roads.

Access to the Seashore from Routes 6 and 28 is by spur roads, most of which are owned and maintained by the towns. The Seashore has no internal circulation system. The network of town roads within the Seashore provides some internal circulation within sections of the Seashore, but to move from one section to another the visitor must return to Route 6.

Population Data

Cape Cod is adjacent to a region containing the largest concentration of people in the United States. This urban

environment is a complex of cities, towns and suburbs stretching from Portland, Maine to Norfolk, Virginia. Nearly one-third of the nation's people live within a day's drive of the Seashore.

Regional Population Trends

<u>Town</u>	<u>Distance From Headquarters</u>	<u>1950 Pop.</u>	<u>1966 Pop.</u>	<u>% Change</u>
Provincetown	18	3,795	3,463	- 8.4
Orleans	8	1,759	3,181	+ 80.8
Hyannis	30	4,235	5,139**	+ 21.1
New Bedford - Metropolitan area	75	141,984	143,176**	+ 0.8
Boston Metropolitan Area	100	2,410,572	3,177,000*	+ 31.8
Providence Metropolitan Area	100	760,202	735,000*	- 3.3

* 1964 Figure

** 1960 Figure

Information gathered from several sources during the 1967 season revealed that 30 percent of all visitors came from Massachusetts and an additional 45 percent from the neighboring States of Connecticut, New York and New Jersey. These figures covered mainly people spending one or more nights in or adjacent to the Seashore; those driving to the Cape for the day would include a much higher percentage of Massachusetts residents. Campers at the three private campgrounds within the Seashore included a relatively high proportion of visitors from Canada (40 percent during the last two weeks of July).

Orleans, adjacent to Seashore boundaries, provides most necessary community services except for a hospital. Hyannis, 30 miles from the Seashore, is the commercial and transportation hub on Cape Cod with a full range of community services. Boston and New Bedford, located 100 and 75 miles respectively from Seashore headquarters, are the nearest metropolitan areas.

Park and Recreation Facilities

The Cape Cod region, a long established and enormously popular vacation area, offers a tremendous number and variety of recreational facilities and features of interest.

Recreational facilities available on Cape Cod and in the adjacent portion of Plymouth County include:

Camping - Miles Standish State Forest (12,000 acres), Roland C. Nickerson State Park (1,727 acres), Shawme-Crowell State Forest (5,917 acres) and 21 private campgrounds contain 3,064 campsites--1,400 of which will handle trailers.

Swimming - Including the six National Seashore beaches now in operation, Cape Cod has 112 publicly owned saltwater beaches with 22 miles of water frontage and 300 acres of usable beach. Parking for about 14,500 cars is available, giving a total daily capacity of about 150,000 people.

Golf - Three public, two semipublic and two member or guest 18-hole courses, nine public or semipublic nine-hole courses, and four public par-three courses are available.

Boating - Marinas, boat yards or yacht clubs are found in most of the major waterfront towns. Boat liveries are found on seven of the 77 inland ponds of 20 acres or more, including Great Pond and Gull Pond within Seashore boundaries.

Fishing - Charter and fishing party boats are readily available.

Other - Stables are found in several towns, and miles of lightly traveled unpaved roads are available to ride on. Tennis courts and bowling alleys are available in several larger towns.

In addition to recreational facilities, the Cape boasts a host of things to see. Ranging from animal farms through aquariums to art galleries, summer theaters and history museums, there are over 50 such attractions on the Cape.

Surroundings and Existing Use

Surrounding lands are similar to those within the Seashore in terrain, climate, vegetation and so forth. The only significant difference is that the end moraine of the upper Cape is more resistant to erosion and better adapted to intensive use than is the glacial outwash and ocean borne sand of the lower Cape and the Seashore.

Most lands within Barnstable County, which is virtually coterminous with Cape Cod, are privately owned. Exceptions include the Cape Cod Canal and some 1,132 acres of associated lands and structures administered by the Corps of Engineers, Camp Edwards, Otis Air Force Base, Monomoy National Wildlife Refuge, several Coast Guard installations, Nickerson State Park, Shawme-Crowell State Forest, many town-owned recreation or conservation lands, and lands held for conservation by such organizations as the Audubon Society. Private lands are for the most part used for year-round or seasonal residences, or for restaurants, motels and other facilities to serve tourists. Agriculture has almost disappeared from the Cape, though cranberry growing has recently staged a come-back on the Upper Cape. Commercial fishing and shell-fishing have declined while salt water sports fishing has grown tremendously. Experiments to improve production of shell fish are being carried out and may eventually revive this activity. There is almost no industry. Considerable land is vacant.

In general, the land use pattern in the adjoining towns consists of one or more village centers, mostly a mixture of commercial and residential use, with scattered residences throughout the remainder of the town. Generally, residences are most numerous along shorelines, more scattered in the uplands. Strip commercial development is prevalent along Route 28 between Hyannis and Chatham, and is beginning to develop along those portions of Route 6 where access is not limited.

Several land use trends are noticeable. First, as more summer visitors are attracted to the Cape, more rental cottages, motels, restaurants, gas stations and other facilities are built to serve them. Second, more and more

retirement homes are being built. Third, the upper Cape is attracting year-round residents who frequently commute to various metropolitan areas in the northeast. As a consequence, the permanent population of the Cape is increasing, and a higher percentage of new residential construction is intended for year-round use. It should be noted that the rate of population growth and the percentage of new residential construction intended for year-round use both tend to be higher for the Upper Cape than for the towns adjoining the Seashore.

These trends have resulted in a marked increase in the percentage of population aged 50 or over, and a decline in the percentage of those between 20 and 49.

Two final factors in regional land use should be noted, both of which will have an affect on the Seashore. The first is the very strong wetlands preservation legislation recently enacted by the Commonwealth of Massachusetts. This legislation virtually prohibits the filling in, draining, of other destructive use of fresh water marsh lands. The second is the proposed Ocean Sanctuary proposed by the Commonwealth and currently being considered by the legislature. Such a sanctuary would protect the ocean waters around Cape Cod from all adverse activities such as drilling within a three mile offshore limit.

Regional Analysis

Cape Cod National Seashore is distinctive for many reasons. Not the least of these is the degree to which the Seashore affects and is affected by the region around it, and the complexity of this relationship. The Seashore has been superimposed on communities which have been in existence for 300 years, and the authorizing legislation contains many pioneering provisions which provide for special relationships among Town, Commonwealth and Federal Governments.

It is to Cape Cod, with its charming old towns, its beaches, its marshes, wooded hills and open heaths, its distinctive architecture and atmosphere, that visitors come. This region is affected by the Seashore in three important ways. First, the Seashore preserves for public use an important and representative part of the scenic and recreational resources which are so important to the Cape. Second, it provides for a range of activities, such as biking, hiking and nature study, which are not provided for to nearly the same degree elsewhere in the region. Finally, the Seashore provides recreational facilities, such as beaches, which complement and supplement like facilities provided elsewhere.

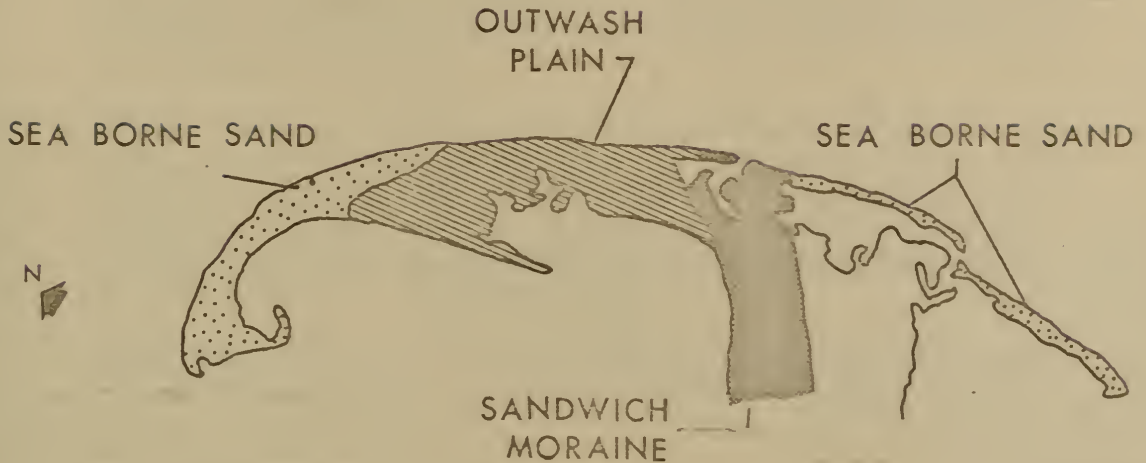
The Seashore is also affected by the Region in several ways. First, most visitors are attracted primarily by the Cape as a whole, and only in part by the Seashore. Most of those who visit the Seashore and use its facilities are day-users who are either permanent or seasonal residents of the Cape or are staying in campgrounds, motels or rental cottages. Second, recreation facilities provided elsewhere on the Cape complement Seashore facilities and play an important role in determining the demand for such facilities within the Seashore.

Beyond these factors, the Cape as a whole and the Seashore face challenges common to both; challenges which can be fully met only through close cooperation. Both the Cape and the Seashore have optimum capacities for development and use which can be exceeded only with severe damage to the resources which attract visitors and permanent residents. Present access to both is inadequate, yet both have an interest in providing better access by means which do not pour more people into the region than it can accommodate. The upper Cape, with its more stable soils, could accommodate uses for which there is a demand but for which the less stable soils of the lower Cape and the Seashore are not well suited. In short, the Seashore and the rest of the Cape are so inter-related that neither can fully meet the challenges of the future without close cooperation with each other and with numerous other State and local agencies.

Close as is the relationship between Cape Cod and the Seashore, even closer is the relationship between and among the six adjoining towns and the Seashore. The town of Truro is a Seashore concessioner. Three of the towns now operate beaches within the Seashore boundary and a fourth is considering doing so. Important town facilities, such as town dumps and the Provincetown Airport are within the Seashore, and the Seashore is an important part of the watershed of four of the towns.

Owners of improved properties in the Seashore pay town real estate taxes, and look to both the town and the Seashore for protection. Seashore visitors use town roads to reach Seashore facilities, and for pleasure driving. Town police and fire protection agencies work closely with the Seashore, providing additional protection at less cost. In all of these relationships, continued close cooperation on the part of both town and Seashore, recognizing the latter's responsibility to the American public, is essential.

RESOURCE DESCRIPTION AND EVALUATION



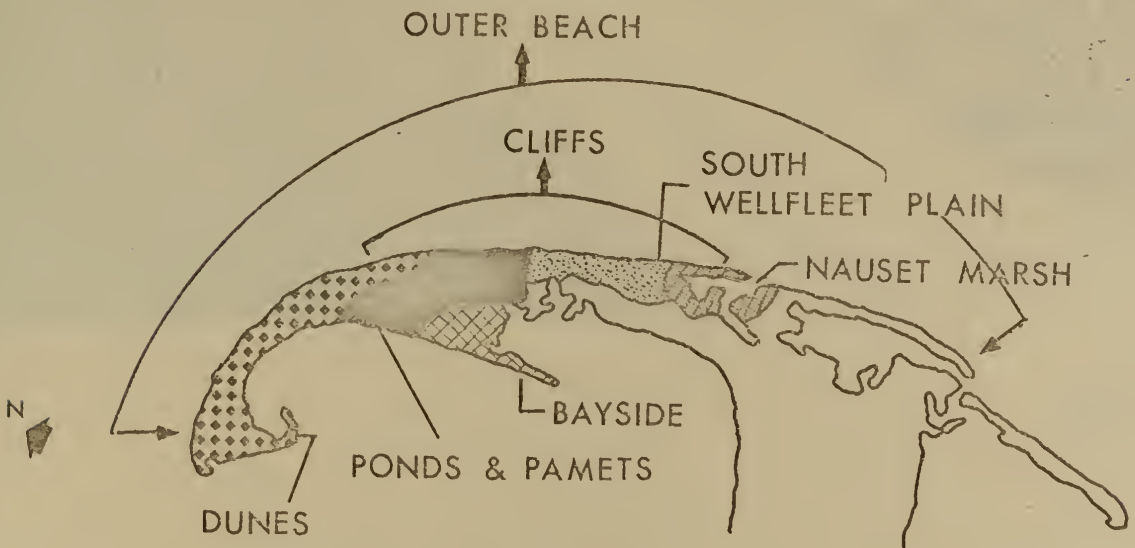
The basic form of Cape Cod is the result of glaciation modified by post-glacial erosion. In the final stages of Wisconsin glaciation (from 10 to 15 thousand years ago), the backbone of the upper Cape, the Sandwich moraine, was deposited along the terminal edge of the ice sheet. A lateral moraine was deposited at right angles to the Sandwich moraine, east of the present shore of the lower Cape. Water from the melting glacier carried sand, gravel and small rocks westward from this second moraine and deposited it as an outwash plain. As the plain built up, it covered blocks of ice left by the melting glacier. When these ice blocks melted, the covering slumped in to form kettle holes. Those kettles reaching below the water table form the numerous ponds present today. At this point the rising sea took over, cutting away the glacial material and moving it laterally along the shores of the Cape. This process, aided by the wind, has resulted in such features as the 39-mile sweep of ocean beach, the 15-mile scarp or sand cliff facing the Atlantic from Coast Guard Beach to Highland Light, the 8 square miles of dunes in Provincetown, Nauset Beach and Monomoy Island, the "islands" and connecting

tombolos or sand beaches of the Bayside, salt meadows and hanging valleys, which are old glacial meltwater channels (pamet valleys) whose heads have been eroded away, leaving notches or hollows in the sand cliffs. Nowhere else in the country is the story of glacial deposition and the action of sea and wind on a fragile land mass so vividly illustrated.

As the glacier melted, plants moved in. Eventually, the moraine and outwash plains were covered with mature forests of hardwood or pine. Then, some 4,000 years ago, man arrived, and began changing the picture. Indians of the Archaic, Woodland and Contact periods altered the ecology of the Cape by burning its forests.

Still, the major changes came with European settlement. By 1850, hardly a first growth tree was left on the Cape. This cutting, together with slash and brush fires, grazing and farming, very substantially altered the ecology of the Cape. Today's landscape is the result of these factors plus the natural effects of the sea and wind.

This landscape can be divided into types or patterns, shown on the sketch below and described in the following pages.





CLIFFS



HEATH



Provincetown Dunes



KETTLES



Old Fields - Salt Pond

The Great Beach

A sand beach extends for 39 miles along the outer side of the Cape, broken only by the narrow inlet of Nauset Harbor. In Provincetown and Truro, the beach is wide, gently sloping, and backed by high dunes. From Highland Light south to Coast Guard beach, the beach is isolated below high sand cliffs, and has few natural access points. South of Coast Guard Beach, the Great Beach takes the form of a sand spit averaging less than a quarter mile wide, and is backed by low dunes, salt marshes, and the open water of Pleasant Bay. Because the shoreline forms a convex curve, less than a mile of the beach can be seen in either direction from any point along it.

The Bay Side

The shores of Cape Cod Bay impart a more serene mood than those of the Great Beach. The Seashore includes $6\frac{1}{2}$ miles of Bay Beach from Jeremy Point northward. Here is an extremely wide foreshore, sloping gently into the calmer, warmer water of the Bay. Often this beach is stony, particularly at or below the tide zone, and at low tide the adjacent waters are shallow for hundreds of feet off shore.

Jeremy Point, Great Beach Hill and Great Island, the southern peninsular extension of this region, are connected to the mainland by a narrow sand barrier called "the Gut," and convey a sense of isolation from the mainland. Above the northern half of the bayside beach roll extensive heathlands, dimpled with deep-set kettle holes. Here, too, are the Herring River and estuary, and the fresh water marshes of Duck Harbor and Bound Brook.

Dunes

In Provincetown and Truro are eight square miles of some of the most spectacular dunes along the Atlantic coast. There are both stable and moving dunes up to 90 feet high, sunken forests (skeletons of trees first engulfed by sand and then exposed again), ponds and marshes, and areas of tangled shrubs and waving beach grass.

Ponds and Pamets

Within the towns of Truro and Wellfleet, lies an area of ancient river valleys and quiet, deep set freshwater ponds,

providing a striking contrast to the restless Atlantic nearby. Within this region are 20 named ponds, ranging in size up to 109 acres and in depth to 55 feet below sea level with surface elevations from 6 to 9 feet above sea level. Attractive, too, are the valleys of the Pamet and Little Pamet Rivers, which lie north of the ponds amidst the most vigorously rolling topography of the area.

South Wellfleet Plains

In South Wellfleet and North Eastham, a relatively level plain extends from Route 6 to the sea cliff. This plain has pitch-pine as its predominant cover.

Nauset Marsh

South of the pitch-pine covered plain lies an area of rolling hills around Salt Pond Bay and Nauset Marsh. Within this area the outwash plain joins the eastern tip of the Sandwich Moraine. Here, the typical vegetation is that of old fields, with juniper, the most noticeable tree. The central feature of this portion is Nauset Marsh, with its abundant wildlife and distinctive ecology.

Each of these landscape types has its own distinctive atmosphere, and its own particular blending of plant and animal life. All share a common history, and all have the species of plants and animals common to the Cape, though distribution of these species varies among them.

Both the number of distinctly different plant associations found within the Seashore and the controlling effect of environmental factors upon them are notable. There are 20 typical plant associations or types of which six are tree, six are shrub and eight are herbaceous. Vegetative types are primarily a result of differences in soil, moisture, slope and drainage, wind, exposure to light and salt spray, and man-caused alterations. Areas having unusual value for interpretation or preservation, or both, are shown on the Natural History Base Map.

As for animal life, fishes and birds are abundant, animals less so. Saltwater fish, including striped bass, bluefish, flounder, haddock, tuna and, of course, cod, are abundant, and support both extensive sport fishing and commercial fishing. Rainbow, brook and brown trout, pickerel, yellow

perch, bluegills, black bass, carp and eels are found in the freshwater ponds, and alewives spawn in them.

Shellfish, while adversely affected by pollution, environmental changes and over-harvesting, are still important both commercially and recreationally. Species taken include quahog (cherrystone, little neck and chowder sizes), steamer or soft shell clams, sea or hen clams and some mussels. Oysters are harvested in Wellfleet, and bay scallops are important commercially.

While pheasants are stocked on the Cape and occur in favorable habitat, bobwhites are common, and ruffed grouse occur, waterfowl are by far the most important game birds. The coast of Cape Cod, especially off Monomoy, is a wintering area for vast flocks of waterfowl. Half a million American eider have been counted here recently, as well as 400,000 white-winged scoter, 40,000 American scoter, a like number of old squaws, and more than 4,000 Canada geese. Black duck and geese nest on the Cape. Brant occur, but are not common, though eel grass, which furnishes a suitable habitat, is recovering. Many other species are present to delight the birdwatcher, particularly since the Cape is an important resting area on spring and fall migration routes. Nesting colonies of least, common, and perhaps arctic terns occur, but may be decreasing under predation from gulls. Herring, ring-billed and great black-backed gulls are common; the latter species is increasing markedly due to the increased food supply in neighboring town dumps. Breeding populations of marsh, red-tailed and sparrow hawks exist, and song birds of many kinds, woodpeckers, and other smaller species occur as migrants, nesting birds or winter visitors.

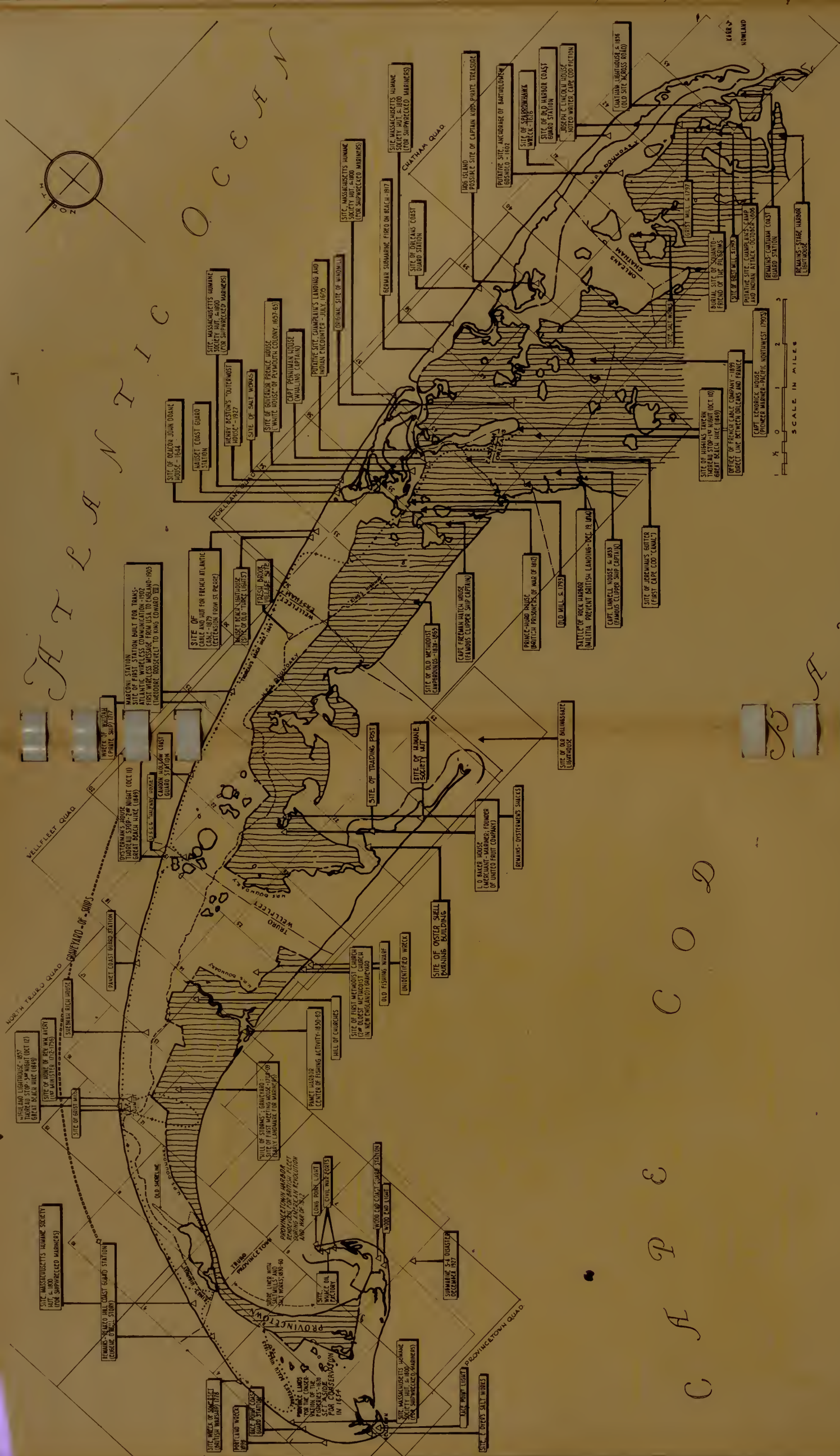
Some 36 species of mammals are to be found, though few species are present in any numbers. Cottontail rabbits (common) and white-tail deer (less common) are the principal game species. Skunks, red foxes, muskrats, a few otter and perhaps a very few mink are present. Offshore, grey seals appear occasionally, and harbor seals very rarely. Porpoise, black-fish, right whale and finback appear occasionally.

Not the least of Seashore resources is the history of the Cape and the abundant evidences of that history. The early discoverers and explorers for whom the Cape was a landmark--Verrazano and Gosnold, Champlain and John Smith--left no lasting impression on the land. The Pilgrims, who wrote

their Mayflower Compact in Provincetown Harbor and gained their initial experience with the strange new world during their exploration of the Cape, left no physical remains but did leave an association with such identifiable features as Pilgrim Springs, Corn Hill, and First Encounter Beach. The settlers who followed, however, evolved an environmentally conditioned way of life everywhere in evidence. The solid, ground-hugging Cape Cod houses, the old fields, the abandoned but still visible Kings Highway, the fishing shacks, the light houses and Coast Guard stations, the ship wrecks occasionally exposed by shifting sands, the old cemeteries with their memorials to the many men lost at sea, the abandoned cranberry bogs, all bespeak the interplay between man and his environment so marked on Cape Cod. Even such latter day events as Marconi's early wireless messages and the development of tourism are represented by substantial physical remains.

Thus, while Cape Cod National Seashore is relatively small, variables in its geologic makeup, its varied plant communities, and the constant changes engineered by the tides, wind, water and man have endowed it with an extraordinary variety of scenic, historical and recreational features. These features in combination make the Cape strikingly different from any other seacoast region, and impart a distinctive "Cape Cod" atmosphere. It was to preserve these resources and insure their availability for public enjoyment in perpetuity that the National Seashore was created.





HISTORY



.....	First Discovery - Nov. 15-17, 1620
---	Second Discovery - Nov. 27-29, 1620
xxxxxx	Third Discovery - Dec. 6-12, 1620

Note. House names were assigned for convenience, and do not follow a consistent pattern. Names of first owner or early occupant will be assigned



HISTORIC ARCHITECTURE

1. THOMAS K. SMALL HOUSE
ISSAC SMALL HOUSE
HIGHLAND LIGHT

2. BENJAMIN S. KELLEY HOUSE
JEDEDIAH HIGGINS HOUSE
DANIEL P. HIGGINS BARN
EBENEZER DYER HOUSE
DANIEL P. HIGGINS HOUSE
SAMUEL PAINE HOUSE
RICHARD PAINE HOUSE
JOSHUA RICH HOUSE
SHEBAH RICH HOUSE
JEREMIAH HIGGINS HOUSE
THOMAS DYER HOUSE
PAINE - ATKINS HOUSE
CAPT. ZOETH RICH HOUSE

3. BOG HOUSE
LOT HARDING HOUSE
JOSHUA DYER HOUSE
AMBROSE SNOW PRINY
AMBROSE SNOW HOUSE
AMBROSE SNOW
NATHANIEL DYER HOUSE
EPHRAIM SNOW HOUSE
BENJAMIN DYER HOUSE

4. JOSHUA SNOW WOODHOUSE
ZENAS ADAMS HOUSE
JOSHUA SNOW HOUSE
PAUL KNOWLES HOUSE
JONAH ATKINS HOUSE
EPHRAIM HARDING HOUSE
RICHARD RICH HOUSE
STEPHEN SNOW HOUSE
WILLIAM P. SNOW HOUSE
JOSEPH RICH HOUSE
JONATHAN COLLINS HOUSE
ISSAC RICH HOUSE

5. BENJAMIN COLLINS HOUSE
6. THOMAS HOPKINS HOUSE
SALLY MAYO HOUSE
DAVID STOCKER HOUSE
JOHN C. RICH HOUSE
NATHANIEL MAYO HOUSE
JOHN MAYO HOUSE

7. WILLIAM T. NEWCOMB HOUSE
EPHRAIM RICH HOUSE
THOMAS RICH, JR. HOUSE
JOSEPH S. COLE HOUSE
RICH - COBB HOUSE
ELISHA COBB HOUSE
PAUL COBB SUMMER KITCHEN
UNIDENTIFIED

8. SAMUEL RICH HOUSE
DAVID BAKER HOUSE
HENRY ATWOOD HOUSE
EBENEZER L. ATWOOD HOUSE
GEORGE K. HIGGINS STORE
BARN
ATWOOD-HIGGINS HOUSE

9. EINHATHAN HIGGINS
DAVID CURRAN HOUSE
RYDER-PAINE HOUSE
JUSTIN WILLIAMS HOUSE
HENRY GREY HOUSE
UNIDENTIFIED

10. EDMUND FREEMAN HOUSE
UNIDENTIFIED
EDMUND FREEMAN HOUSE
UNIDENTIFIED

11. JOHN NEWCOMB HOUSE
JOSEPH HIGGINS HOUSE
12. CLARENCE H. ROWELL HOUSE
CLARA ROWELL HOUSE
UNIDENTIFIED ***
THREE STRUCTURES OF
SIGNIFICANCE

13. MARZONI WIRELESS FOUNDATIONS
AND TOWER BASES
14. SYLVANUS DOANE HOUSE
UNIDENTIFIED

15. NOAH DOANE HOUSE
DOANE-BREWER HOUSE
ISAIAH DOANE HOUSE
GIMEON DOANE HOUSE

16. SETH KNOWLES
SYLVANUS KNOWLES HOUSE
CAPT. EDWARD PENNIMAN
HOUSE & BARN



miles
0 1 2 3

FACTORS AFFECTING RESOURCES AND USE

Legal Factors

The Act of August 7, 1961, authorizing the establishment of Cape Cod National Seashore (75 Stat. 284) is distinctive in several respects. It provides for expenditure of public funds for initial acquisition of land. It provides for the establishment of an Advisory Commission and sets forth certain functions to be served by it. An extremely significant section (the "improved property" clause) provides a procedure for preparation of zoning standards by the Secretary of the Interior and the adoption of zoning regulations by the towns, compliance with which serves to suspend the government's power to condemn dwellings built prior to September 1, 1959.

Other especially significant features in the Act of August 7, 1961 are listed as follows:

1. Property owned by the Commonwealth or towns may be acquired only with the consent of the owner.
2. Authority for the Secretary to exchange Federally owned lands for other lands within the boundary is given.
3. Owners of non-commercial residential property may retain use of such property for terms of 25 years or life should the property be subject to condemnation.
4. The Secretary may adopt regulations concerning hunting and fishing, subject to consultation with the Commonwealth and towns and the stipulation that all aspects of the propagation and taking of shellfish shall be left to the towns.

Section 7 of the Act is quoted in the Objectives, its requirement that the Seashore shall be permanently preserved in its present state is reinforced in two other places:

Section 5 (b) which in part provides that "the standards specified in such regulations and amended regulations for approval of any zoning bylaw or zoning bylaw amendment shall contribute to the effect of *** promoting the preservation and development, in accordance with the purposes of this Act, ***"

Section 8 (g) "No permit for the commercial or industrial use of property located within the seashore shall be issued by the Secretary, nor shall any public use area for recreational activity be established by the Secretary within the seashore, without the advice of the Commission ***"

The Act authorized the appropriation of such sums as may be necessary to carry out its provisions, except that no more than \$16,000,000 shall be appropriated for the acquisition of lands and waters. This ceiling has been reached; legislation to increase it has been introduced.

Cape Cod National Seashore was formally established by publication of notice of its establishment in the Federal Register on June 1, 1966.

Jurisdiction is proprietary and the Federal Government is limited to enforcement of rules and regulations established by the Secretary on lands administered by the National Park Service and owned by the Federal Government. The police power is exercised by the Commonwealth of Massachusetts and its political subdivisions.

Massachusetts has donated 5,402 acres: the former Provincelands Reservation and Pilgrim Springs State Parks. It has donated off-shore lands and jurisdiction over great ponds only in the towns of Provincetown and Truro.

Certain properties were acquired subject to deed restriction. These restrictions are on file in individual tract folders but have not yet been summarized in list form. Water rights acquired by the government will require inventorying, documenting, and perfection in the name of the United States.

Land Status

Federal

National Park Service*	21,391.30	acres
Department of Defense	129	acres
U.S. Coast Guard	40	acres
Total Federal	21,560.30	acres

State

Submerged lands	11,970	acres
Town	2,100	acres
Roads	140	acres
Private	8,827.70	acres
Total Acreage	44,600	acres

*Includes 4,980 acres of submerged lands.

Climate

Cape Cod's maritime climate is less severe during the extreme seasons of winter and summer than that of nearby inland regions. Seasons tend to be slower in arriving and linger longer.

Prevailing winds are southwesterly in summer and northwesterly in winter.

Severe storms occur and are of two types:

Northeasters, with very strong winds and heavy rain and snow, can produce abnormally high wind-driven tides which erode the beaches.

Storms of tropical origin, with winds of hurricane force may be expected in summer and fall. One occurs about every two years. Two such storms in the same year may be expected once in 8 to 10 years. Like northeasters, they may be accompanied by heavy rains and high tides.

Cape Cod lies in the transition fog zone, where heavy fog is frequent and sometimes persistent south of Cape Cod and less frequent and of shorter duration along the coast north of Cape Cod. Summer fogs over the Seashore area normally burn off by 11:00 a.m.

The sand spits are vulnerable to overflow and erosion and their occupancy by humans, structures, or equipment at such times can be disastrous. Blowing sand during storms can be devastating to man and equipment. Frosting of glass by blowing sand is a problem where sand movement is frequent.

Cool wet summers occur once every four or five years. Such a season in 1967 resulted in a 40 percent decrease in beach use as compared with the previous season when near ideal conditions prevailed.

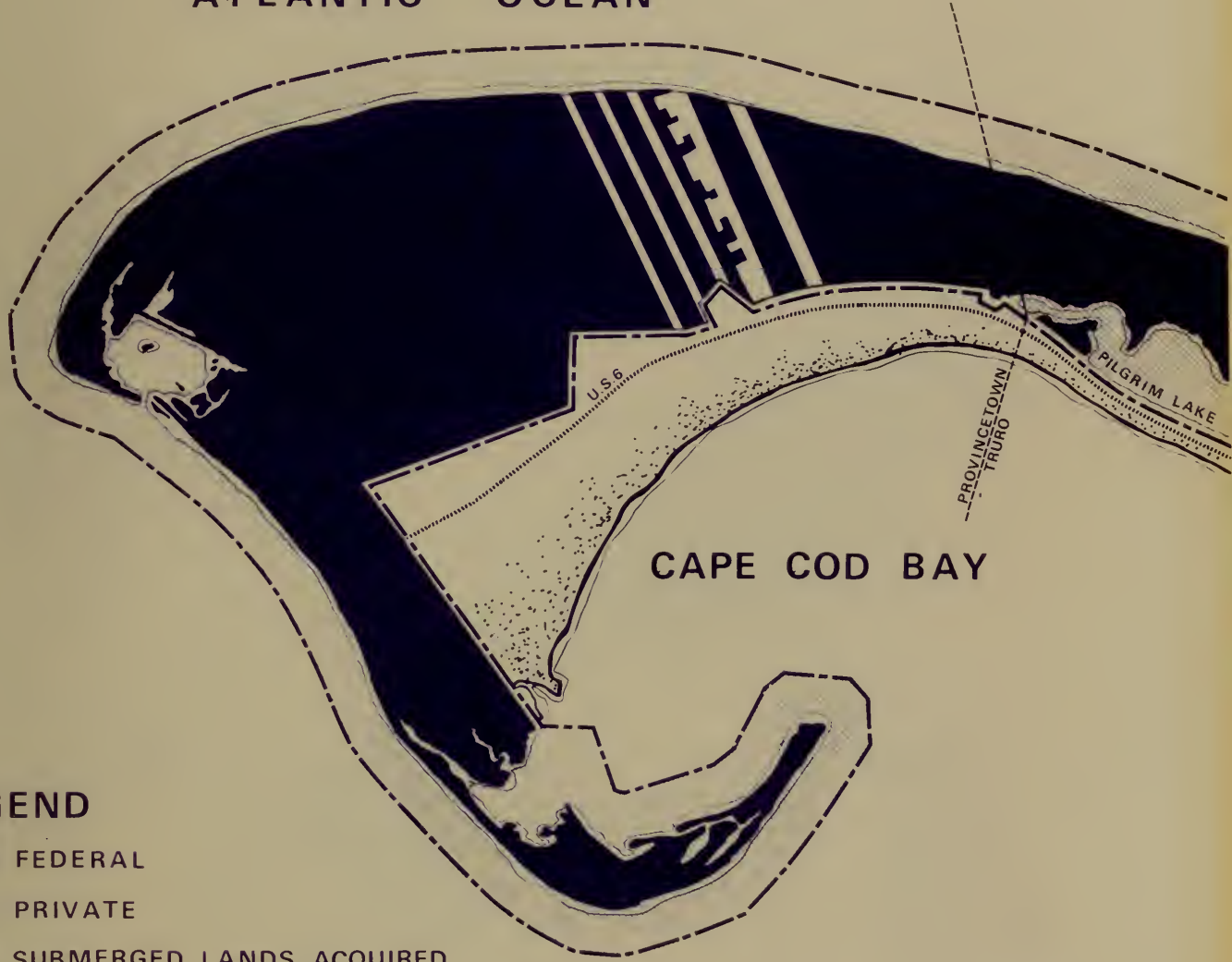
Construction season is year-round.

Fire History




An average of 20 woodland fires, primarily man-caused, occur annually at Cape Cod National Seashore. Efficient fire control by town departments under cooperative agreement with the National Park Service has kept the area burned to an average of 15 acres a year since 1964. The normal fire season is April through November. High winds, dry soil, scrub forests, brush thickets and deciduous vegetation create extremely dangerous fire conditions from mid-April through mid-June and during October and November.

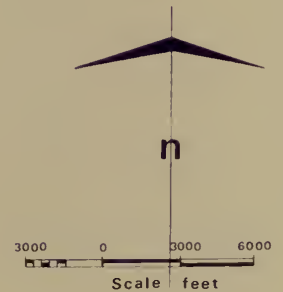
One or two woodland fires of more than 500 acres occur each year on Cape Cod. These fires threaten not only the vegetation but also property and lives in this thickly settled area.

ATLANTIC OCEAN

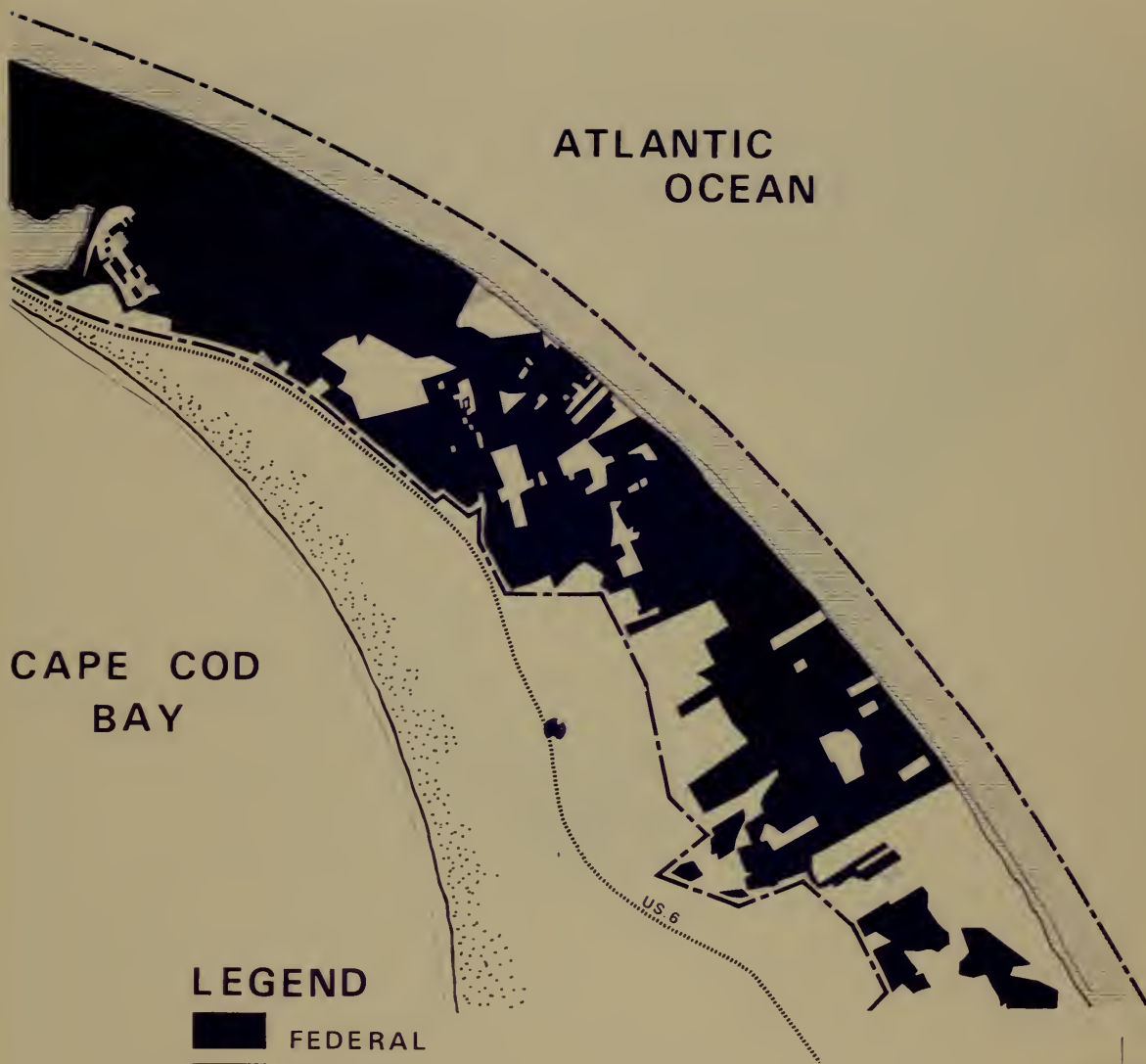


LEGEND

-  FEDERAL
-  PRIVATE
-  SUBMERGED LANDS ACQUIRED







LAND OWNERSHIP & BOUNDARY MAP - 1

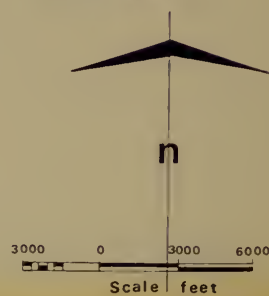


ATLANTIC
OCEAN

CAPE COD
BAY






LEGEND

-  FEDERAL
-  PRIVATE
-  TOWN
-  SUBMERGED LANDS ACQUIRED



ATLANTIC
OCEAN

LEGEND

-  FEDERAL
-  PRIVATE
-  TOWN
-  STATE
-  SUBMERGED
LANDS
ACQUIRED

TRURO
WELLFLEET

U.S. 6




WELLFLEET
EASTHAM

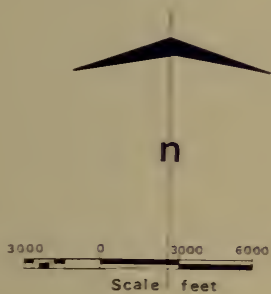
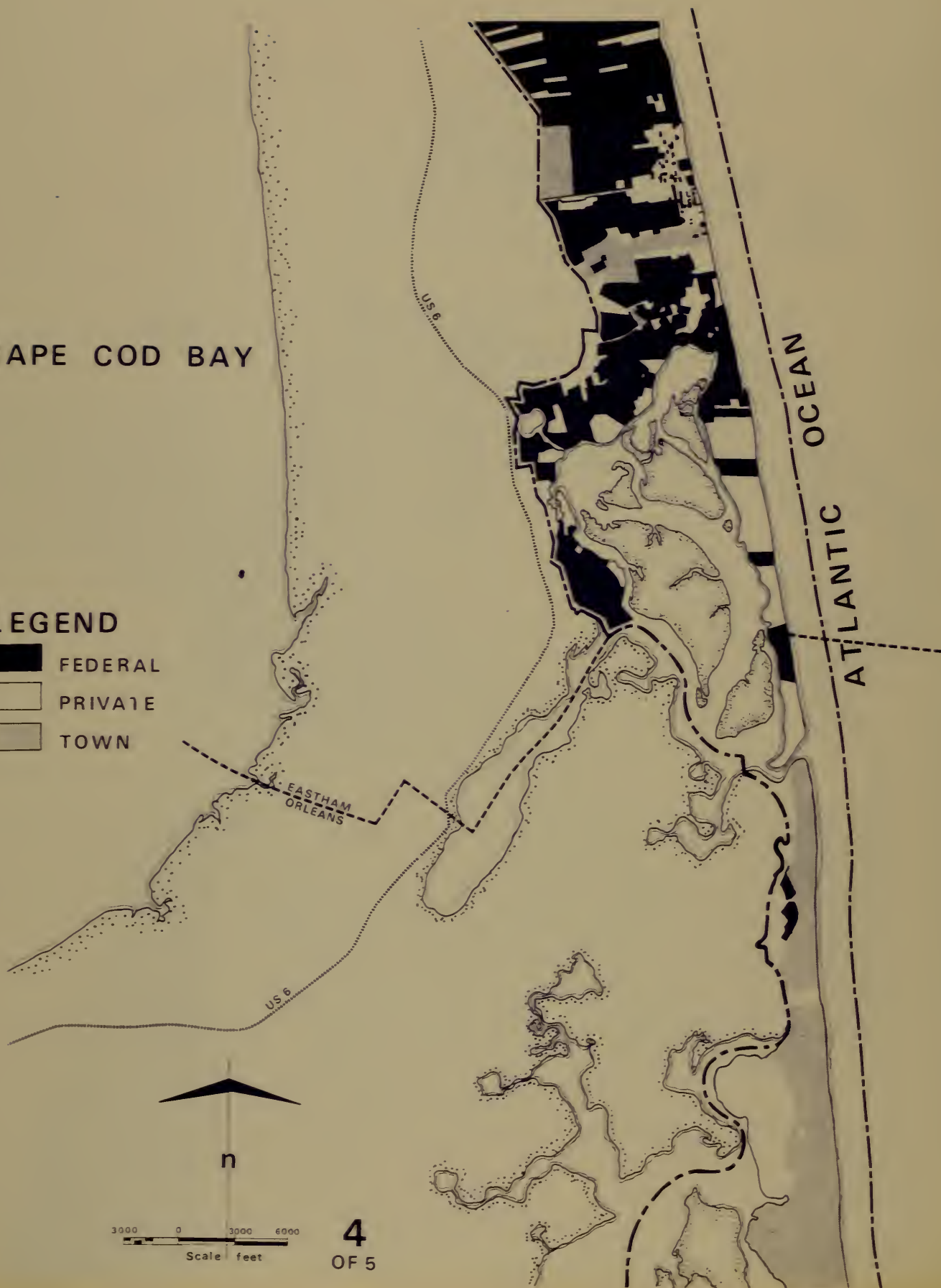
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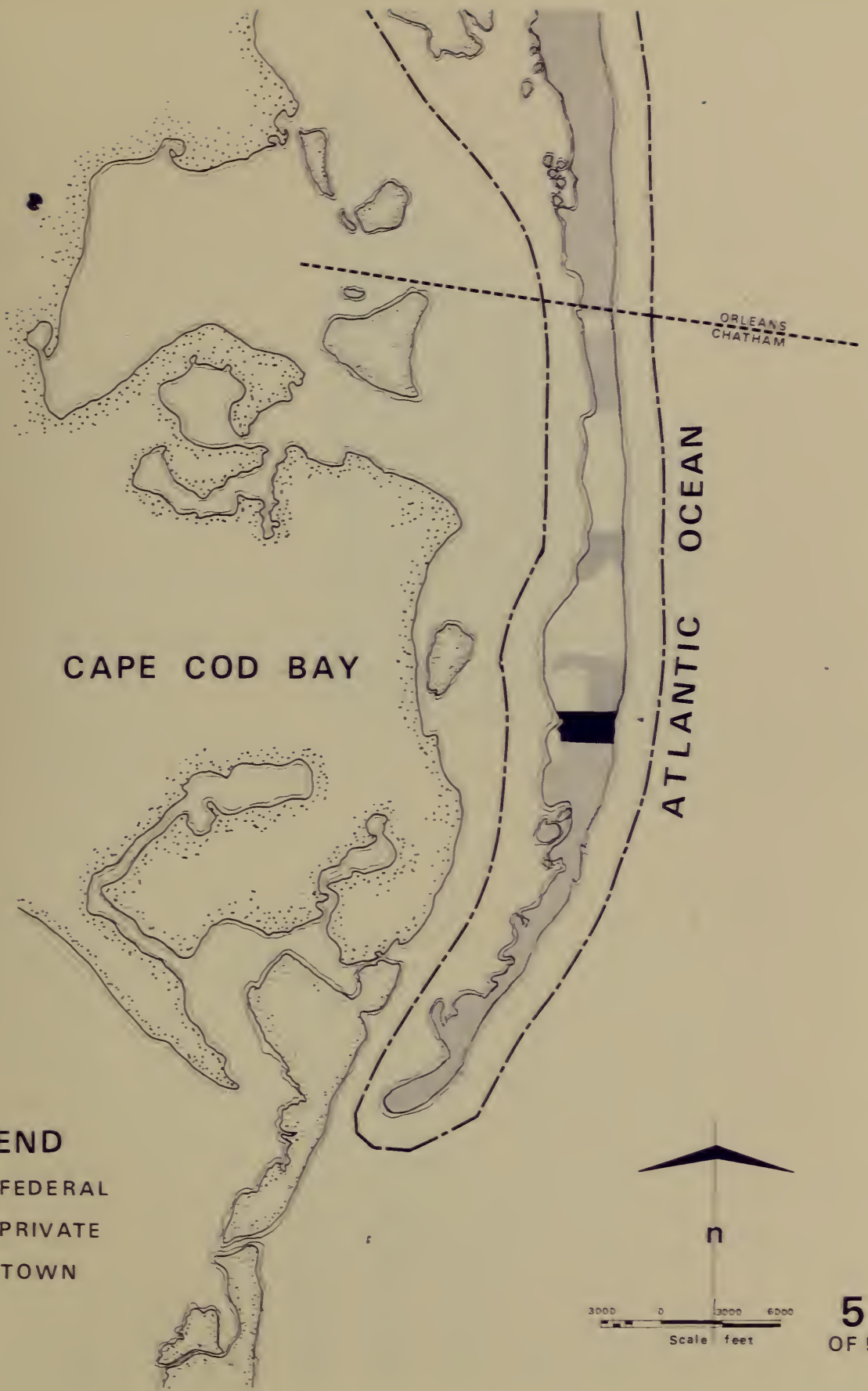
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Scale feet

CAPE COD BAY




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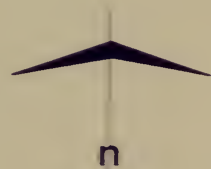
-  FEDERAL
-  PRIVATE
-  TOWN





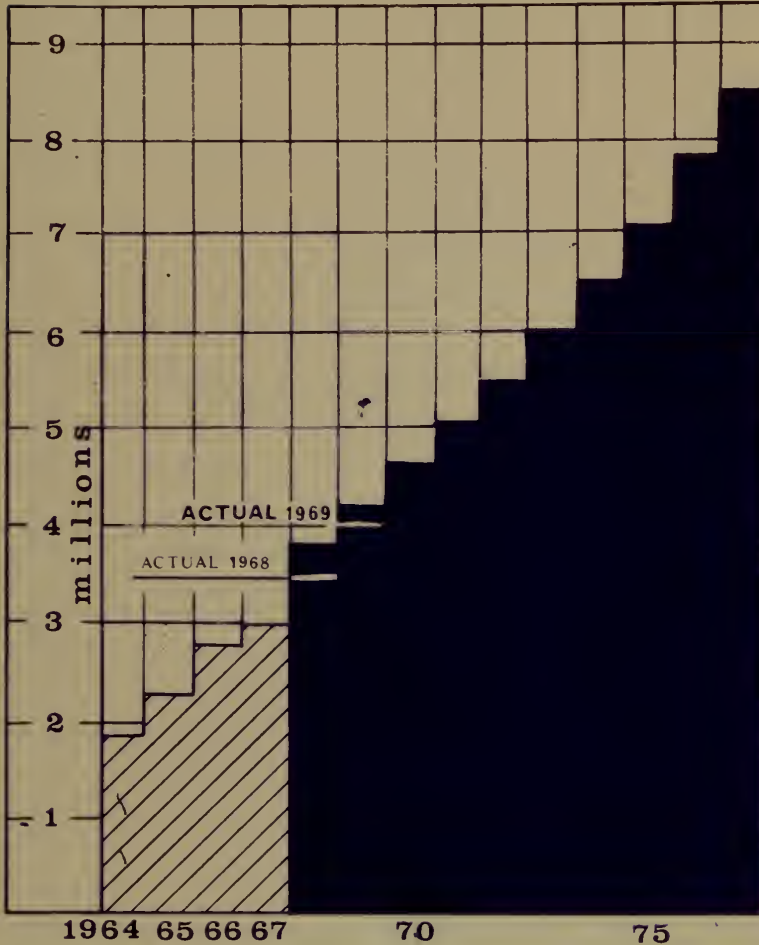
LEGEND

-  FEDERAL
-  PRIVATE
-  TOWN



3000 0 3000 6000
Scale feet

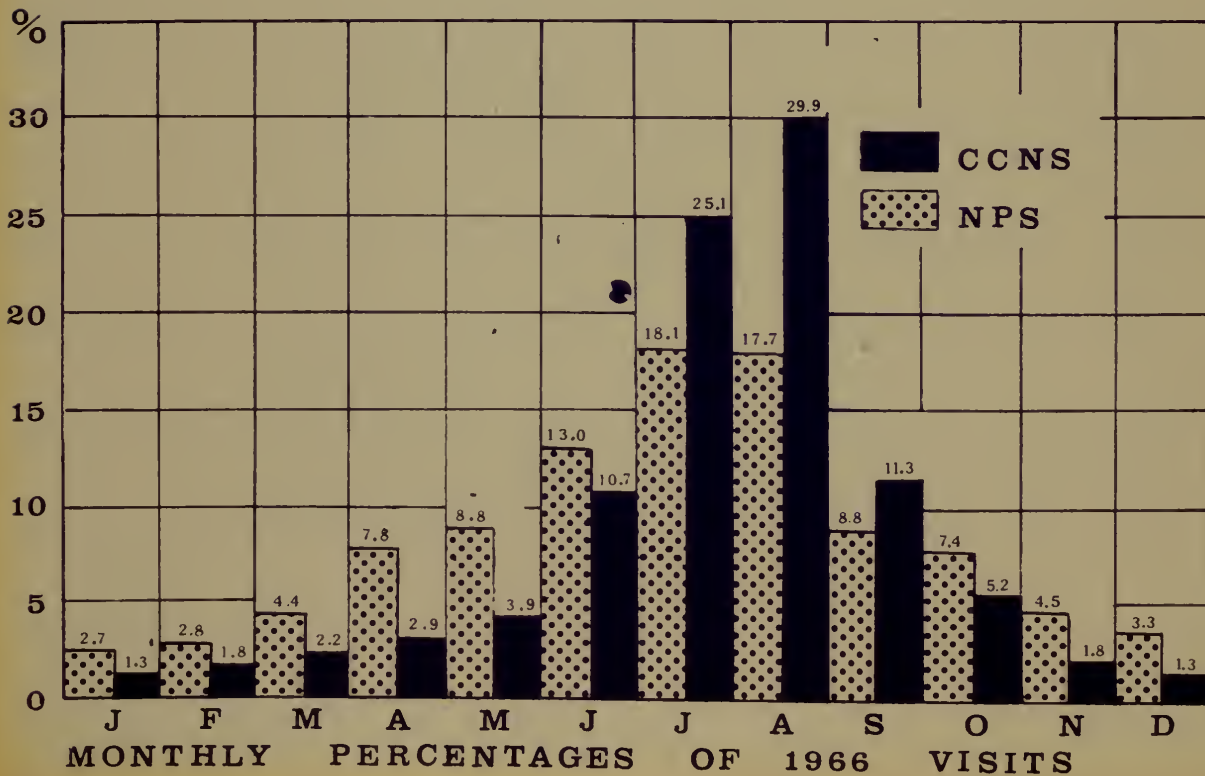
o-ACTUAL-o ——— PROJECTED ——— o



A "Visit" Is Defined As One Person Participating In One Activity.

If A Visitor Participates In Two Activities, Such As Swimming And Attending An Interpretive Talk, He Is Counted As Two Visits.

CAPE COD VISITS.....1964-1977



VISITOR USE OF RESOURCES

With such exceptions as the three private campgrounds, two motels and some room or cottage rentals, no overnight accommodations are provided within the Seashore. In effect, all use is day use, much of it by permanent or temporary residents of the Cape.

As a result, the use pattern is complex. Many visitors are repeat visitors who know what facility or facilities they wish to use, go to them, use them, and depart.

All visitors arrive at the Seashore over State or town roads. Those arriving for the first time get an introduction to the geology, history and natural history of the Seashore, and information about what to see and do, at the Salt Pond Visitor Center. Others stop for information at Park headquarters.

Once oriented, the visitor proceeds in one of two ways. If he is a day user from up-Cape or off-Cape, he proceeds to the facility he has chosen and spends most of his time there. Since Coast Guard Beach is the first beach such users encounter, it fills to capacity on most warm, sunny days, and turns away potential users on every good summer weekend.

If the visitor is staying near the park, he may well use the full range of facilities and services open to him. Depending upon the length of his stay, his family circumstances and interests, age, the weather and so forth, he may rent a bicycle and use the park bicycle trails, or explore a nature trail, or take a guided nature walk. He may visit the Provincelands Visitor Center to gain a deeper acquaintance with the history and climate of the Cape, or attend an evening program. He may explore the Cape and enjoy its scenery by car over the network of town and State roads. Almost certainly, he will use a town or Federal beach, though he will probably not drive more than five miles from his lodgings to do so. Partially because of this fact, Herring Cove and Race Point beaches, drawing from the concentrated summer population of Provincetown, fill up on pleasant weekends, while Head of the Meadow Beach, less than a dozen miles away, has not yet reached three-quarters of its capacity.

Still other possibilities are open. If he owns a four-wheel drive vehicle, the visitor may use over-the-sand routes to explore the dunes or get to a favorite surf-casting spot. If the visitor is young, he may surf. He may stroll the outer beach collecting shells, or hunt, or dig for clams. Usually he will engage in several of these activities, in the meantime using the other services and facilities available on the Cape.

All of these uses are compatible, though some, such as hunting and use of over-sand vehicles, are not compatible in all areas, and others, such as surfing, cannot be mixed with other types of use. Public use figures for many of these activities are not available. However, in 1969, 1,490,167 people used Federal beaches, 22,873 went on conducted trips, 31,849 attended evening interpretive talks at the visitor centers, and 612,692 used the Salt Pond and Provincelands Visitor Centers.



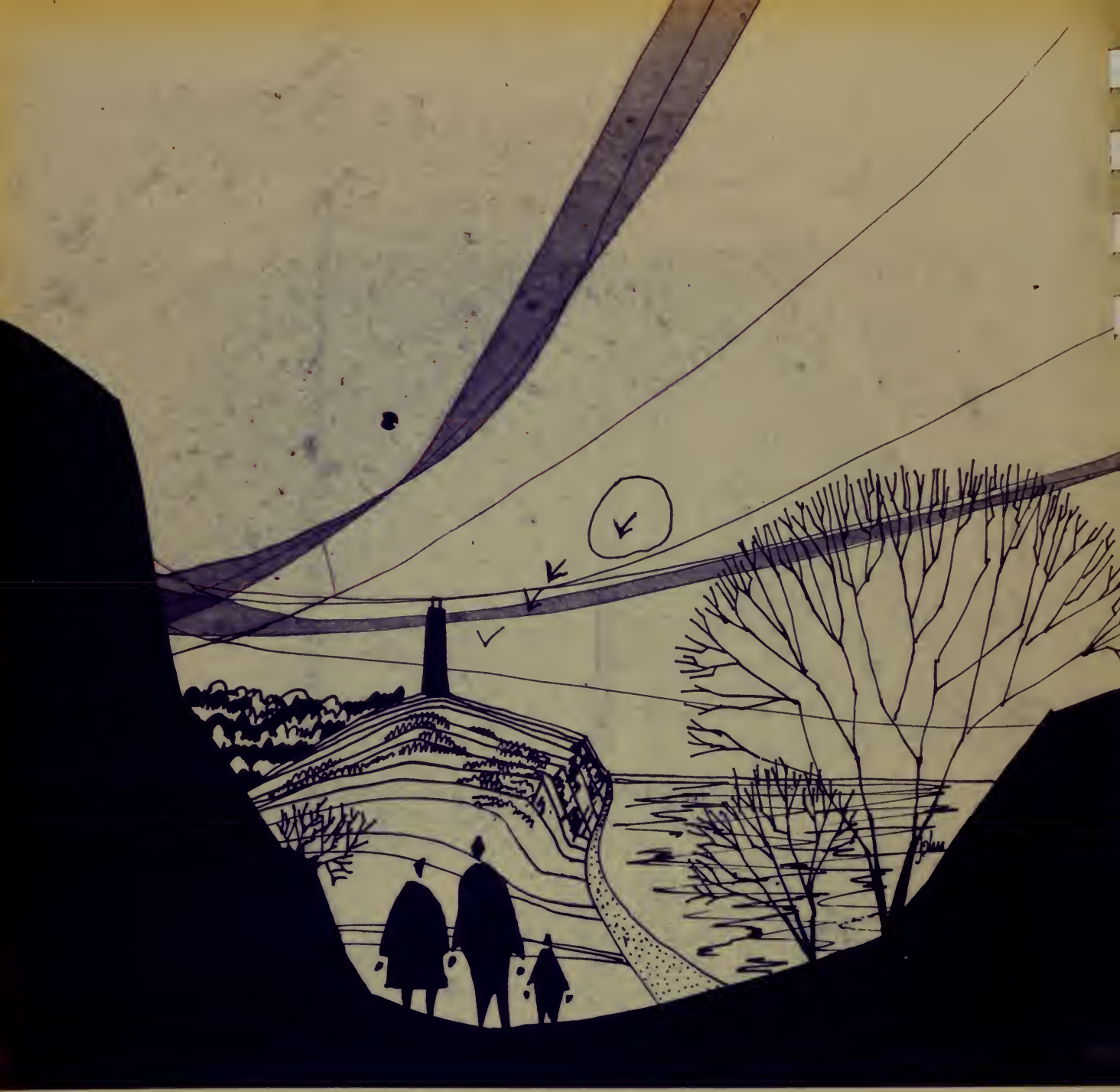












...the concept that the resources of Cape Cod National Seashore can be preserved in their present state . . . that at the same time the Seashore can provide opportunities for outdoor recreation for its visitors.

THE PLAN

THE PLAN

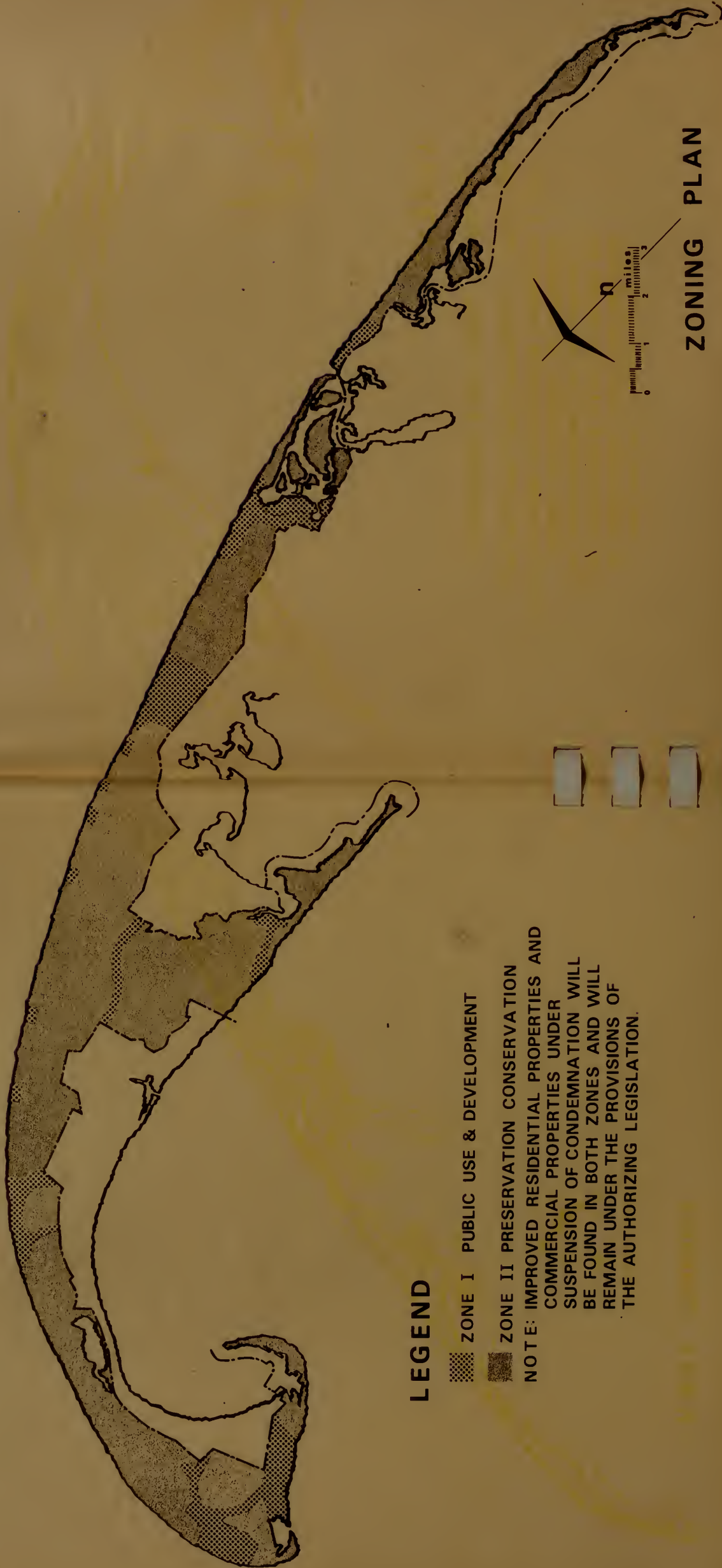
INTRODUCTION

The resources of Cape Cod National Seashore are the product of the interplay of natural processes and man's activity. These resources will inevitably be altered by the continuing interplay of natural forces, and, therefore, cannot literally be preserved in their present state. However, these resources and the forces which continue to shape them can be protected from abuse and alteration by man through proper management.


This plan is based on the concept that the resources of Cape Cod National Seashore can be protected from man's abuse and, at the same time, that the Seashore can provide opportunities for certain types of outdoor recreation for its visitors. This can be done by distributing developments and use so as to avoid overloading any given resource or segment of the Seashore, by providing for use of all resources in balance with their capability to be used without damage, and by providing for only those uses for which Seashore resources are well-suited, relying on other areas of the National Park System and on State, local and private agencies to provide for those uses which the resources of the Seashore cannot well accommodate.

Two factors are fundamental to this concept. The first is an understanding of "use." Viewing a marsh or a patch of mosses and lichens from an interpretive road or a bicycle path is as much a use of that resource as swimming or sunbathing is a use of the beach and ocean. Being viewed is the only use some of the more fragile resources of the Cape can accommodate. Second, while proper planning, development and operation can permit fuller utilization of the capacity for use of a given resource, it cannot increase the innate capacity for use. For example, a well-designed, carefully located boardwalk can permit far more people to go out into and enjoy viewing a marsh than could do so if the boardwalk was not provided. However, a given marsh can accommodate only so much boardwalk, and can be used for only nature study and scenic appreciation. Too much boardwalk or an attempt to use the marsh for a purpose other than nature

study or scenic appreciation, will in the long run destroy it. The same principle applies to each Seashore resource individually, and to Seashore resources collectively. Hence, the Seashore has an optimum capacity, which cannot be exceeded.



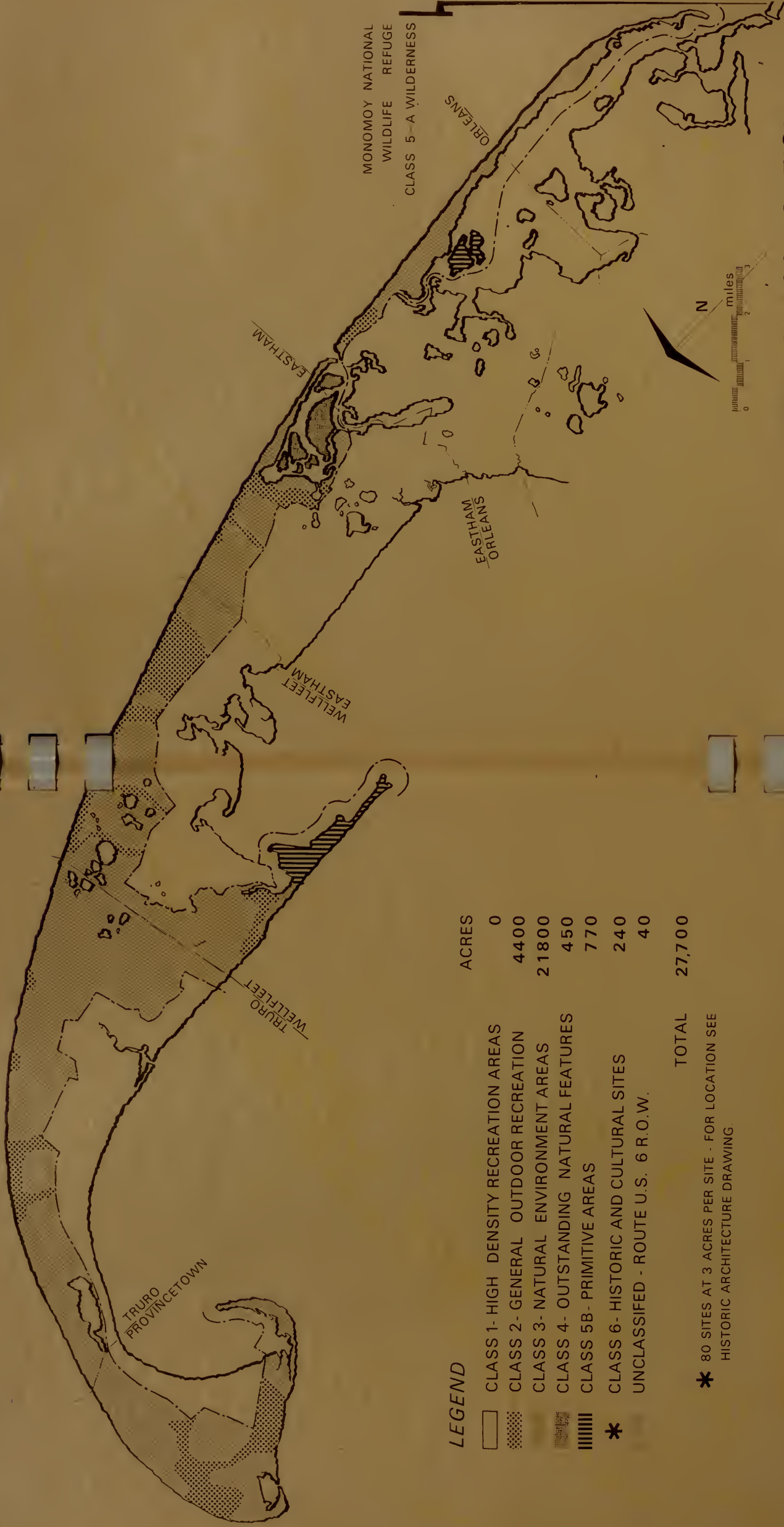
LEGEND

 ZONE I PUBLIC USE & DEVELOPMENT

 ZONE II PRESERVATION CONSERVATION

NOTE: IMPROVED RESIDENTIAL PROPERTIES AND COMMERCIAL PROPERTIES UNDER SUSPENSION OF CONDEMNATION WILL BE FOUND IN BOTH ZONES AND WILL REMAIN UNDER THE PROVISIONS OF THE AUTHORIZING LEGISLATION.

ZONING PLAN



MONOMOY NATIONAL
WILDLIFE REFUGE
CLASS 5-A WILDERNESS



LAND CLASSIFICATION

LEGEND

CLASS 1- HIGH DENSITY RECREATION AREAS	ACRES
CLASS 2- GENERAL OUTDOOR RECREATION	0
CLASS 3- NATURAL ENVIRONMENT AREAS	4400
CLASS 4- OUTSTANDING NATURAL FEATURES	21800
CLASS 5B- PRIMITIVE AREAS	450
CLASS 6- HISTORIC AND CULTURAL SITES	770
UNCLASSIFIED - ROUTE U.S. 6 R.O.W.	240
	40
TOTAL	27,700

* 80 SITES AT 3 ACRES PER SITE - FOR LOCATION SEE HISTORIC ARCHITECTURE DRAWING



GENERAL DEVELOPMENT PLAN

NOTES:

- 1. BICYCLE AND HIKING TRAILS ARE PROPOSED FOR THE LENGTH OF THE NATIONAL SEASHORE
- 2. LOCATION, DESIGN, AND TYPE OF TRANSPORTATION SYSTEM TO THE DUCK HARBOR-GRIFFIN ISLAND AREA REQUIRES FURTHER STUDY

USE CAPACITY

Any natural resource--a marsh, an acre of woodland, a beach--has an optimum use capacity; an ability to be used by a given number of people for a given purpose or purposes without being destroyed by the use and without being overcrowded. The same is true for any given assemblage of resources, and hence for Cape Cod National Seashore.

Objective standards by which to determine an optimum, or ideal, use capacity of a given resource or assemblage of resources have not yet been developed. Until they are, an optimum resource use capacity cannot be determined. As a result, the ideal use capacity of area facilities is used as a measure of the desired Seashore visitation limit. This figure is the design load of the facilities and represents the number of people the facility can serve before it would be overloaded or damaged. The Seashore's facility use capacity is determined by first deciding what facilities for visitor use can be provided which in themselves would not damage the natural resources and then determining the design load of these facilities.

The capacity of the facilities recommended in this plan, or the design load, is 24,000. That is, assuming that town beaches and private campgrounds within the Seashore boundary stay at or near their present capacity, and assuming further that every parking lot and private campground were full, and that the proposed trails were carrying heavy traffic, 24,000 people could use the existing and proposed facilities at one time. Using a daily turnover factor of two (assuming that every five hours a completely new set of people replaces the old set on the bike trails and the beaches) the daily facility use capacity of the Seashore is 48,000 people.

This capacity is less than the resources of the Seashore can absorb without damage, but it is probably not much less as long as visitor parking is provided within walking distance of the beach or visitor center it serves. If the percentage of visitors using the Seashore in July and August remains as

it was in 1966, and the projections of future use are accurate, by 1975 the number of people seeking to visit the Seashore in July and August will exceed the capacity of existing and planned facilities.

This possibility is not so immediate as it appears at first glance. In the first place, the estimates of capacity presented above were kept low; daily facility capacity is probably somewhat higher than 48,000. Second, there is some reason to doubt that the projections of visitor use are altogether accurate. Most visitors to Cape Cod National Seashore are staying in permanent or seasonal homes, or in motels, campgrounds or rental cottages, and it is unlikely that dwelling, motel, campground and rental cottage capacity will expand rapidly enough to support the projected increase in visitor use. Nor will the existing access roads handle an increase of this magnitude. Nevertheless, the time may come when more visitors will wish to come in July and August than the Seashore's facilities can accommodate. In several of the sections which follow, actions to meet this situation before it develops are recommended.

ACCESS AND CIRCULATION

Existing access and circulation were described on page 7, above. Both access and circulation are inadequate and require improvement.

Access to the Cape

Access from the northeastern seaboard megalopolis to the Cape Cod Canal will be excellent when the various Interstate, United States, and State highways now being planned are completed. Access across the canal is inadequate. The two bridges back up traffic for several miles on busy weekends. Route 6 provides adequate access between the canal and Provincetown where it is four-lane divided, limited access, but the two-lane and four-lane undivided portions cannot handle peak traffic loads and the three-lane portions are very dangerous, particularly when traffic is heavy. Access by public transportation, while perhaps adequate to meet existing demand, doesn't begin to provide the service or carry the people that it should to provide the Cape with a balanced access and an alternative to the private car.

The National Park Service has no authority to finance any of these improvements, even though they directly affect the Seashore. Indeed, public transportation improvements, if they involved rights-of-way within the Seashore or expansion of Provincetown Airport, might conflict with the purpose of the Seashore. However, the Service should work with the

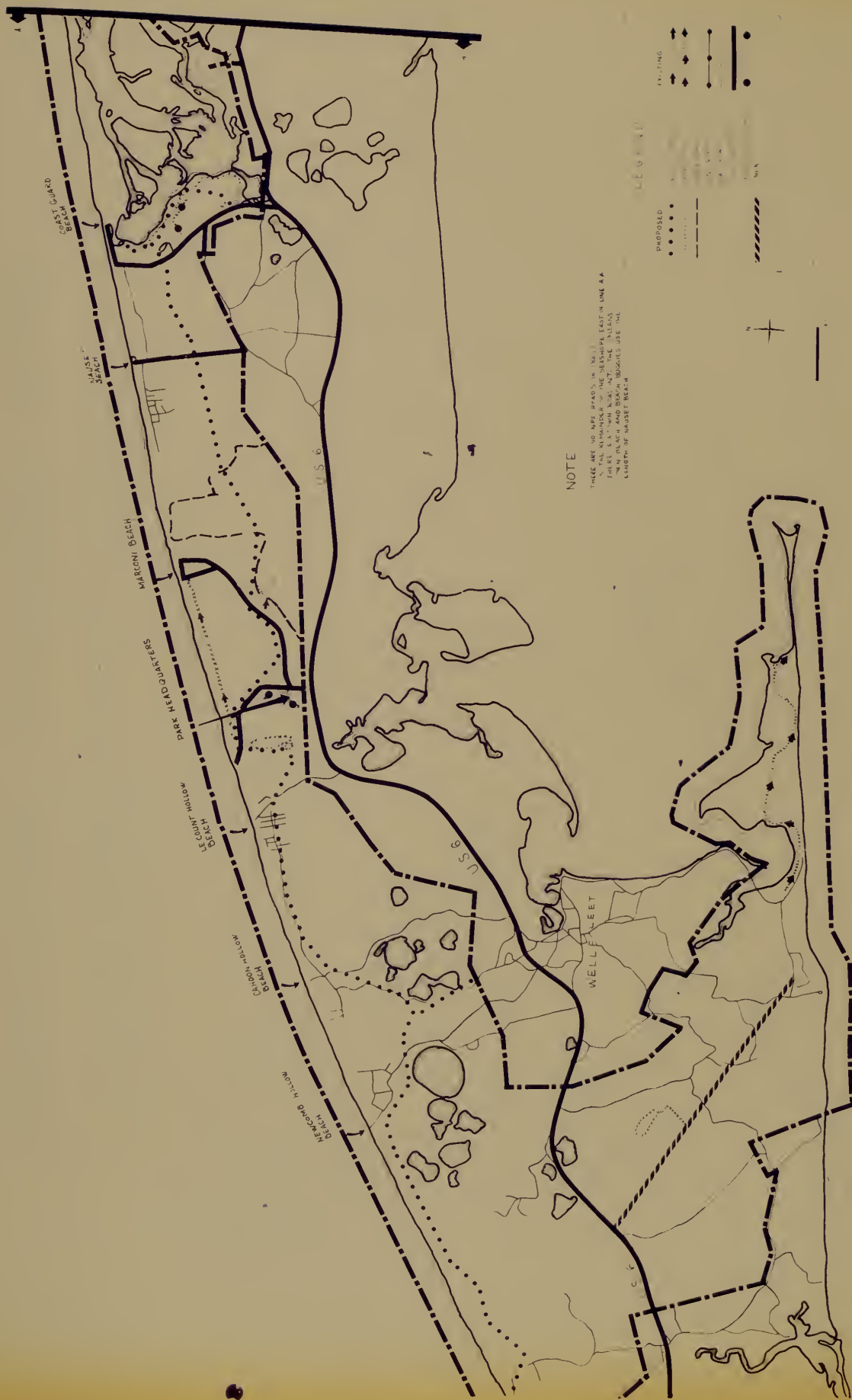
agencies concerned--the Cape Cod Planning and Economic Development Commission, the Massachusetts Department of Public Works, the Bureau of Public Roads, the Corps of Engineers and the towns--to expedite needed improvements.

In doing so, the Service should encourage the various planning agencies to consider the optimum capacity of the Seashore and of Cape Cod as a whole, and keep access in balance with that capacity. The Cape is an island separated from the mainland by the Cape Cod Canal. If and when more visitors come than the Cape can absorb, the canal and its crossings will become the point at which access can be controlled and limited.

Access to and Circulation within the Seashore



As the sketch above shows, Route 6 is the key to Seashore access and circulation. Spur roads lead from Route 6 to the various Seashore developments and to town beaches. Some Seashore developments and town beaches form clusters--one in the Coast Guard Beach area, one in the former Camp Wellfleet area, one in the Highland Light area, and one at Race Point. Within these clusters, the visitor can circulate from one development to another over secondary roads. However, to circulate from one cluster to another, or from one of the unclustered developments to another (from Head of the Meadow Beach to Pilgrim Heights, for example), the visitor must



<u>CONCEPTUAL</u>	LOCATIONS	NOT	FINAL
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return to Route 6 and drive along it to the access road leading to the place he wishes to visit next. There is no way to move from development to development without leaving the Seashore; there is no internal circulation system.

A road or road system designed to enable visitors to move from development to development without leaving the Seashore is not now necessary. However, the use of Routes 6 and 28 as the take off for spur road access to the Seashore and as the connection between segments of the Seashore is not satisfactory at present. First, Route 6 between Orleans and North Truro is dangerous, particularly during heavy traffic periods and to drivers who are not familiar with it. Second, the spur road intersections are often poorly signed and lack adequate sight distance and deceleration lanes, adding to the traffic danger. Finally, there are so many roads off Route 6 that the Seashore visitor is apt to get off on one that leads to a town beach he can't use, or that takes him on a round-about route on low-speed town roads bounded by private property.

The National Park Service should work with local and regional planning agencies and with the Massachusetts Department of Public Works to get better directional signs and safer exits from Route 6 on an interim basis, and to get well designed and properly located access points, with feeder roads if needed, when Route 6 is improved.

Finally, the National Park Service should start planning to supplement access to Seashore developments by private car with public transportation systems. Studies to determine feasibility should be made of:

- 1.. An eight-mile system from a parking area near Provincetown and close to Route 6. Such a system would serve the developments in this area, make more beach available for use and eliminate the need for space-consuming and intrusive parking areas.
2. A shorter system to serve Head of the Meadow Beach. Parking would be provided near Route 6.
3. A short system to serve the Camp Wellfleet area. Again, parking would be provided near Route 6.

4. A transportation system providing access to the Duck Harbor-Griffin Island-Great Island Area.

Providing adequate access to this part of the Seashore and the facilities proposed within it is complicated by several factors. First, while the area is now accessible over town roads, these roads are narrow, winding, low-capacity roads which pass improved properties. Second, the terrain--rolling "islands" rising amid marshland--makes additional road construction difficult and undesirable. Third, no additional motor traffic through the village of Wellfleet should be encouraged. Finally, the town of Wellfleet is not enthusiastic at the prospect of increased traffic on the town roads it patrols and maintains.

A public transportation system providing access to developments in this segment of the Seashore and giving the visitor views of the wetlands and wooded "islands" might resolve these problems. Perhaps the existing sand road which skirts the south side of Duck Harbor from Old County Road to Cape Cod Bay could serve as a route.

PUBLIC CONTACT, INFORMATION AND FEES

Contact and Information

The visitor is first contacted at the Salt Pond Visitor Center, Park Headquarters, or the first manned facility he uses. Information on what to see and do is presented through signs, exhibits and literature at the Salt Pond Visitor Center, through personal contacts by the Seashore staff, and through local news media. Information of this type will also be provided at the Provincelands Visitor Center and the proposed Bayside developments.

Cape Cod has long been attracting summer visitors. Information on tourist facilities and services is readily available through a network of Chamber of Commerce and town information booths, promotional literature, newspapers, hotels, motels, restaurants, and so forth.

All aspects of this program are satisfactory. However, an information program designed to inform potential visitors when such recreational facilities as beaches and campgrounds are filled and to direct them to alternate facilities either elsewhere on the Cape or off the Cape is needed. This need is further discussed under Resource Management below.

Fees

Parking fees are collected upon entrance to major beaches--the only user fees now charged. Eastham residents are exempt from these fees at Coast Guard and Nauset Light Beaches by terms of the deed of gift.

Entrance fees are not now practicable. They may become so if and when major developments are accessible by roads over which the National Park Service has jurisdiction. At that time, entrance fees should be considered.

RECREATION

Swimming and Beach Use

The 39-mile sweep of Atlantic Beach and the $6\frac{1}{2}$ miles of Bayside Beach is the single most important resource for active outdoor recreation within the Seashore. It is a resource without equal in the Northeast. Swimming and beach use is the single most popular and most important active recreational use within the Seashore. It is a use for which demand is increasing rapidly. Hence, the distribution, location, design and capacity of facilities to support this use are critical to maintaining a correct balance between preservation and use within the Seashore.

Several factors influence the distribution, location and capacity of beaches. First, almost all the paments and other natural access points across the dunes or down the bluffs to the beach were long ago acquired by the towns and put to use as town beaches. Almost all remain in town ownership. Second, the beaches of the Cape should provide for a wide range of recreational use, ranging from developed beaches for intensive use, through small, relatively undeveloped beaches for those who prefer a less crowded experience, to long stretches of beach for beachcombing, strolling, and the experience of getting away and, as Thoreau stated, putting all America behind. Third, such other uses of the beach as surf-casting and beach buggy driving should be provided for. Fourth, the amount of parking required to support intensive beach use can be provided only in certain locations, and at these only to a certain extent, because of the terrain, natural features and improved properties behind the beaches. Fifth, most of the access roads from Route 6 are intimate, charming, low-capacity roads bordered by improved properties. These roads cannot handle the traffic generated by a major beach unless they are widened and straightened.

This plan recommends that the Seashore provide seven developed beaches for more or less intensive use. Of these, six exist. In addition, Orleans provides a developed beach at Nauset which is not restricted to townspeople.

Existing town beaches provide the necessary smaller, less developed beaches. Several towns restrict use of their beaches to town residents or guests. This excludes the day-user from up-Cape or off-Cape. However, the Seashore beaches are available to the day-user and offer some variety in size and intensity of use.

The recommended major beaches and less intensively developed town beaches provide a good balance in intensity of use. Further, the recommendations provide beaches at all sites which are well-suited to this use. The Service, if it is requested to do so, should advise and assist the towns in planning beach facilities and in developing maintenance and operating standards.

The capacities shown on the General Development Plan for the seven Seashore beaches are determined by the capability of the resource to absorb parking. These capacities represent full use of adjacent terrain suitable for parking. The beaches themselves could absorb considerably more use without damage to the resource, without lessening the enjoyment of the user, and without infringing upon other types and intensities of use. This can be achieved by providing central parking with public transportation between parking and beach; the study of such systems is recommended under Access and Circulation, pages 28-31. The study should include a determination of the optimum capacity of each beach, and that capacity should not be exceeded. At present, Seashore beaches provide about 12 percent of the total public beach capacity on the Cape. The total Cape beach capacity will be increased, so that when Seashore beaches are developed to their optimum capacity, additional public demand for beach use will be met by other agencies elsewhere on the Cape and elsewhere in the Region.

Pleasure Driving

Pleasure driving is a very popular recreational activity, particularly scenic and heavily used roads, pleasure drivers use Routes 6A, 28 and town roads. In so doing, they add to traffic congestion and road maintenance costs and, on certain particularly scenic and heavily used roads, disturb owners of improved properties. Equally important, pleasure driving on roads not designed for the purpose is not a fully rewarding

experience. However, very little can be done to solve these problems at present.

Picnicking

Picnicking at Cape Cod has proved popular in conjunction with other activities--beach use, hiking, bicycling, nature study--rather than as a separate and distinct activity. The two existing picnic areas should meet the demand for picnicking per se. It is recommended that picnic sites be provided as part of a day-use package at beaches and at trail origin points. Provision for informal, passive picnicking should be made at several points, including Marconi Beach. A number of movable tables should be placed on the upper sides of other beaches.

Beach Related Activities

Such activities as informal volleyball games, kite flying, and tossing beach balls occur at beaches as an adjunct of beach use. Space for them is provided by informally designating a section of beach for such use as need arises. This program is adequate and should continue.

Camping

State parks and private campgrounds on or near the Cape contain over 3,000 campsites. Despite the fact that several towns have zoned out private campgrounds, additional sites are being provided each year. Still, seasonal demand for campsites exceeds the supply.

The glacial outwash and marine deposited soils of the Seashore are not well suited for campground development. Moreover, in view of the recommended transportation study, land adjoining Route 6 and appropriate for development in terms of the authorizing act should be reserved for possible future parking to serve beaches and other developments.

For these reasons, this plan does not recommend that the Seashore provide campgrounds. It is recommended that the Service work with the Commonwealth of Massachusetts and with private operators to provide more campsites on the stable soils of the upper Cape and adjacent mainland, and that it encourage the three private campgrounds within the Seashore to improve their facilities.

Primitive Campsites

The concept of primitive campsites in conjunction with the Seashore trail systems should be carefully evaluated before any plan to provide such use is made. Such facilities may seem desirable. However, visitor demand, the possibilities of adverse uses, and the difficulty of control of such uses may warrant their exclusion.

Golf

A nine-hole golf course at Highland Light, one of the oldest in the United States, is operated by the town of Truro under a concession contract. Considering its historical value and the development already present, continued operation is desirable.

Bike Trails

Eleven miles of bicycle trails have been built within the Seashore. Their popularity is reflected in a rapid increase in bike rentals outside the Seashore. Additional trails, including one running from Eastham to Provincetown should be provided. Existing trails can be reached from bike rental agencies only by riding over heavily traveled roads and highways; a dangerous situation. Highest priority should be given to providing trail connections into adjacent town centers so that cyclists can reach the trails in safety. The National Park Service has authority to construct those parts of the connections within the boundary. Construction of those parts which lie outside the boundary will require additional legislative authority or will have to be done by others.

Youth Hostels

Four American Youth Hostels are located on the Cape - one on Nantucket, one in Hyannis, one in Orleans, and the fourth within the Seashore boundary overlooking Pamet Valley. These hostels are extensively used during the summer season, providing inexpensive supervised accommodations for youth. The hostel system is a use compatible with the purposes of the Seashore. It is a fine complementary facility to the proposed bike trails. Continued cooperation between the Seashore and American Youth Hostels is desirable. Future consideration might be given to expansion of the hostel system in the surrounding region.

Winter Sports

Terrain and climate severely limit winter sports. There are few hills within the Seashore long and steep enough for good skiing, and snows come infrequently and melts rapidly. Prolonged cold weather seldom occurs, so the inland ponds seldom freeze solidly enough for skating or ice fishing.

One popular winter activity is storm watching. Only a person who has seen, heard and felt the storm surf tearing at the outer Cape can appreciate the fascination of this phenomenon. Existing beach parking is the only facility required.

Other Activities

Surfing is rapidly increasing in popularity. The best surf occurs in the Coast Guard Beach and Marconi Beach areas, where beaches already exist. Surfers use existing parking facilities, and areas of beach are designated for their use.

Horses are available from stables near the park and miles of sand road both within and outside the Seashore are available to ride on.

Scuba diving occurs, but is not extensive. Areas with enough interest to support underwater trails do not occur except in Nauset Marsh, which is not suitable for scuba diving.

Hiking is a popular use. Hiking trails, including one the length of the Seashore, should be developed.



INTERPRETATION

The ecology of Cape Cod has been profoundly influenced by man's activities, and man's activities have, in turn, been influenced by the geography, geology, soils and vegetation of the Cape. Consequently, nature and man are both integral to the interpretive theme.

This interpretive theme is presented through various media. The visitor is introduced to the Seashore through exhibits and a brief film presentation at the Salt Pond Visitor Center. During the summer, various facets of the theme are presented at evening programs in the adjacent amphitheater. The Provincelands Visitor Center concentrates on human history.

In addition, interpretive trails and publications have been developed. The staff conducts a full and varied program of guided walks, interpretive talks, and evening programs. More recently, the staff has originated new "in depth" activities-- talks by Seashore neighbors versed in special subject related to the Cape; sketching trips, including some designed especially for children; nature walks along the intertidal zone of the Bayside; evening walks over Great Island to Jeremy Point with a campfire and return along the beach by moonlight--to more intimately acquaint the visitor with the forms and processes of nature and man's interaction with them.

Additional facilities and services are recommended to present the Seashore story more effectively, and to accommodate increasing visitor use. The proposed Bayside developments will concentrate on the natural history of the Cape. It will contain facilities for natural history research and serve as a focal point for increased use of Great Island for interpretive and research purposes. The proposed Life Saving Museum to be established in the Nauset Coast Guard Station will present the dramatic story of the work of the Coast Guard and its antecedents.

An historical vignette, to include a saltworks, is being developed on Fort Hill. A working historic cranberry bog is planned. A fresh and exciting concept--a series of trail-

connected vignettes illustrating various phases of Cape Cod life, from the undisturbed original natural scene through several phases of man's activities is under development at the Fresh Brook Village site.

While these existing and planned interpretive facilities and services are well-balanced both geographically and in subject matter, there should be a continuing effort to improve and extend them. Additional nature trails and interpretive literature will be needed. More interpretive activities illustrative of Cape Cod's past, such as town band concerts and programs built upon the Cape's attractiveness to writers and artists are planned.

All interpretation should consider two salient aspects of Cape Cod National Seashore. First is that visitors come predominantly from urban areas in the Northeast, are relatively well-educated and possess an urban outlook and sophistication; they also constitute a sampling of a large fraction (one-fourth to one-third) of the Nation's total population. Second is that Cape Cod National Seashore is relatively small--laced with roads whose presence must be accepted and speckled with improved properties whose owners' rights must be respected--but with a surprisingly varied and attractive natural and historic landscape.

Great sensitivity will need to be exercised at all proposed interpretive developments to site and limit in scale all facilities to assure that the resource, the surrounding environment, and private parties are not adversely affected. This will be especially true in such areas as the Bayside and the Pamet Valley, where private properties, low-grade roads, and fragile resources are all inherent parts of the scene.

The very nature of the public which the park staff serves at Cape Cod demands that the Service attain the highest possible quality in interpretation. People who have been exposed to the great range of excellent cultural resources and entertainment in eastern urban areas will not listen and be stirred by an interpretive message at the Cape if it is inept or amateurish even in small degree. Moreover, any failing in interpretation to these people is especially serious, for city people are an increasing majority of the Nation's population, and they above all should have some understanding of the workings and limitations of the natural world. Their actions, individually and collectively, will profoundly affect the complexion of this country's landscape and the balance of its resources.

One further interpretive resource needs to be further developed, and that is the knowledge and talent of people living on the Cape and in adjacent areas. Cape Cod is the year-round or summer home of many people who have studied the local land and its history. Often these people are teachers, writers, or entertainers; they have unusual abilities for expression. They should be sought out whenever possible and induced to contribute their special knowledge and abilities to enrich the Seashore's interpretive program. This is already being done in having Seashore neighbors speak on their Cape Cod studies at evening programs. It should be enlarged to enlist people's assistance in basic research, writing, editing, audiovisual narration and so on.

ENVIRONMENTAL EDUCATION



A substantial and increasing proportion of Seashore visitors are city dwellers who have had little contact with nature and who have little understanding of nature and man's relationship with it. If such visitors are to respect the resources of the Seashore, refrain from activities which damage those

resources, and support continued preservation, they must understand the environment and man's dependence upon it. The Seashore, where evidences of both natural and man-induced environmental changes is so evident, is an ideal place in which to instill such an understanding.

The interrelationship between man and his environment is stressed in all phases of the interpretive program. It is also the subject of a special program for schools.

Most American children now grow up without any contact with or appreciation of nature and man's dependence upon it. Therefore, programs to introduce these children to natural forces and the effects of man's tinkering with them are extremely important.

Such a program is being developed. Three environmental study areas have been designated, and educational aids have been prepared for school use. Schools in the region have been contacted and encouraged to use both the study areas and the study materials. Overnight accommodations for school groups using the National Park Service NEED Program are temporarily provided in the Nauset Coast Guard Station, and classrooms are provided in the basement of the Salt Pond Visitor Center.

This program has operated for over a year with one school district participating. It has proven to be quite successful. The one school district is anxious to increase its program. Other schools should be encouraged to participate. The Nauset Coast Guard Station is being used under special use permit for dormitory and classroom space. As the program expands this space will become inadequate. Consideration should be given to providing additional space, both for accommodations and classrooms. Structures already acquired by the seashore could be utilized for dormitory space, while classroom space may be considered in the proposed Bayside developments.

The interpretive program is designed in part to acquaint visitors with natural forces and their vital role in our lives. To further disseminate these concepts, environmental study materials should be made available through sale or rental to visitors wishing to use them as program material for service club meetings and the like.



RESOURCE MANAGEMENT AND VISITOR PROTECTION

Erosion Control

The bluffs extending from Coast Guard Beach north to beyond Highland Light are being cut back at an average rate of three feet a year, though the rate varies from place to place and season to season. In the recent past, severe storms have broken through the barrier dune of Nauset Beach at the Coast Guard Beach parking lot, and an inlet may eventually form in this vicinity. At Ballston Beach, in Truro, the old glacial meltwater channel in which the Pamet River now flows is separated from the sea by a relatively low dune which is sometimes almost over-topped by storm waves at exceptionally high tides during severe storms. At Herring Cove, the beach occasionally recedes during winter storms to the extent that an asphalt revetment has been installed to protect the existing bathhouse and parking area.

This problem has been studied by such agencies as the Geological Survey and the Corps of Engineers. Control of erosion on the scale at which it is taking place along the entire outer scarp is not practicable. Moreover, materials eroded from the scarp are transported by the sea to nourish the beaches and spits to the north and south.

Feasible control measures for the three areas mentioned above should be investigated. However, when considering implementation of such methods, it should be remembered that shore erosion on the outer cape is a part of the natural order. It may well be that implementation would damage the natural resource more than no protection at all.

Herring Cove Beach was included in a beach erosion control study carried out by the Corps of Engineers in cooperation with the Commonwealth of Massachusetts. This study developed an authorized project at Herring Cove, consisting of widening about 1,600 feet of beach to a 125 foot width by direct placement of sandfill, construction of four groins and construction of a seawall. Sandfill was deferred until it was

ascertained if the groins fill naturally at a reasonable rate. This area should be reexamined to determine whether, when new facilities are provided during the recommended expansion, natural processes would create a sufficiently wide summer beach if the asphalt revetment were removed, and, if not, what beach nourishment measures are required. These studies will require cooperation with the Corps of Engineers, the Geological Survey, the Commonwealth of Massachusetts, and the affected towns, particularly Truro.

Dunes Stabilization

Natural forces, such human activities as driving over dunes and heath, and military construction in the Camp Wellfleet area had denuded substantial areas within the Seashore and exposed the sand and sandy soils to wind action. Much has been done toward restoring these areas. Beach grass has been planted and fertilized, stabilizing many sandy areas. Natural reseeding of native plants, such as pitch pine, has taken place with excellent results over much of Camp Wellfleet.

This program should continue where stabilization is required. Particular attention should be given to areas of intensive public use where damage to vegetation may lead to wind erosion, to construction sites, to areas damaged by storms where this type of erosion control will be effective, and to unneeded roads, paths and trails. A careful survey of fire control access requirements should be coordinated with revegetation of old roads, and control points established where needed to prevent unauthorized use.

Removal of Intrusions

Numerous man-made intrusions occur throughout the Seashore. Overhead utility lines are particularly notable. As opportunity occurs, such intrusions should be removed, screened or relocated. Public use areas should be given first priority.

Insect and Plant Disease Control

The Cape Cod Mosquito Control Board exercises a control program for mosquito and the green head fly within Seashore lands and in accordance with the provision of the deed transferring State lands. A cooperative agreement with the Board is desirable to help outline responsibilities, action and

the resources of the Seashore and the Board, and to improve communications and understanding. The Seashore will work as closely as possible with the Board in fulfilling the objectives of both organizations.

Insect, tree and plant disease control through the use of chemicals will be thoroughly investigated and planned, and cleared through Department and Service channels as required by various regulations.

Hunting

Hunting is primarily for deer and migratory waterfowl with a nominal amount of small game hunting. Shotguns only may be used. Intensive use occurs during opening days and during the one week deer season in December. An estimated 75 to 90 percent of this use is by local residents. In the interest of visitor protection and the protection of private dwellings, a systematic study of this activity is desirable. Developed visitor use areas are closed to hunting.

Fire Suppression

Serious forest fire potential is evident over much of the Cape, including Seashore lands. A catastrophic fire could occur under extremely adverse conditions resulting in considerable loss of forest and vegetative cover, private dwellings and other developments and facilities now serving the communities and visitors to the lower Cape.

Fire protection is primarily a cooperative measure. The Seashore depends to a great extent on the towns and the Commonwealth for detection and suppression and they have provided this service in a highly competent manner. Close and amicable cooperation is essential to the success of the program.

Cooperative agreements are in effect with the four towns in which the bulk of Seashore lands are located. These receive annual review and adjustment when necessary. This cooperative arrangement is far more practical than a duplication of efforts by the respective agencies.

One of the most effective contributions which the Seashore can make to the overall program is fire prevention education and information. Many urban people visit the Seashore each

season and environmental education program will touch base with large groups of young, impressionable people. Here is an opportunity which should be pursued.

The towns furnish much of the fire protection for buildings within the Seashore. First aid equipment and hydrant systems are located throughout the major Seashore developments, but most of the fire fighting equipment is furnished by the towns.

In the future the Seashore may require fire detection and suppression system in its historic houses. This is often costly, and requires a careful evaluation of the actual value of the structure, contents and public use and enjoyment of the facility. A security alarm system should be considered for the Atwood-Higgins complex.

Law Enforcement

The unique land use and jurisdictional patterns of the Seashore require coordinated efforts by law enforcement agencies. Here again cooperation, understanding and excellent communications are required.

The U. S. Commissioner holds court each week during the summer at Park Headquarters. This system and schedule works well and reduces the time personnel must be away from other duties while attending court sessions.

A bail-bond system has been considered and it is recommended.

Law enforcement activities are increasing as use increases. It is essential that all personnel assigned to law enforcement be well-trained and familiar with all aspects of the program. Permanent employees must take advantage of training opportunities to increase their skills and training abilities. Selective recruitment of seasonal employees for law enforcement assignments and a continuity of experienced seasonal employees is highly desirable.

Specialized equipment must be provided as the need occurs to round out a highly organized, well-trained unit. Any considerations of a new organizational structure for the Seashore should include a law enforcement specialist position.

Beach Use

Beach use is one of the most intensive activities within the Seashore and is one that will increase in the future. Many visitors are confused when they find that the beach they had planned to use is filled and parking is unavailable. Under these circumstances they may wander aimlessly about and often, in exasperation, will park along roads or in driveways, violating town and Seashore regulations and the rights of private residents. This adverse use affects the town, the Seashore and private residents in many ways. Traffic hazards, erosion of road shoulders, dunes and cliffs, and intrusion are but a few. A system of improved communications is desirable in the interest of all concerned, including the confused visitor.

All public beaches should be in a position to advise visitors of the nearest beach where parking is available. A network of radio communication with up-to-date information dispatched through a central office should be utilized. Commercial radio stations within the area should also be used. Signs along Highway 6 are another possibility.

Still another means of improving communications would be to establish a large information, orientation center near Sagamore at Cape Cod Canal, perhaps as a part of the service now provided by the Cape Cod Chamber of Commerce. Here a visitor could be oriented, make reservations and learn what beaches may be available before proceeding down Cape. Regional planning and coordination is required to pursue any improvements in furnishing information.

Beach Buggies

The control and use of beach buggies has been greatly improved by establishing designated routes through the dune areas, restricting overnight stays to designated areas, and publishing general information on beach buggy use in the form of handout folders. Beach buggy users are gradually becoming accustomed to the various regulations, familiar with the reasons for them, and in most cases support these control measures.

However, the effect of beach buggy travel on the dunes ecology should be carefully studied. The loss of esthetic values within the areas of travel should be considered.

Presently, more than a thousand permits to operate beach buggies are issued each year. Optimum use should be determined and actual use held within the optimum figure.

It is quite evident that all aspects of Resource Management and Visitor Protection programs required the fullest cooperative efforts. The items mentioned are but a few that require detailed coordination of one or more agencies or organizations. Maintenance of a good working relationship with all cooperators cannot be stressed enough. Lines of communication which afford an understanding of objectives and principles of all parties are essential to the success of many programs, and, in fact, to the productive existence of the Seashore. Every effort should be made to meet and know the people involved in these programs, to understand their objectives and to relate to them the objectives of the Seashore. Excellent progress has been made--it must be continued.

OFF-SEASON USE

In 1967, 57.8 percent of Cape Cod National Seashore's visitors came in July and August. Only 1.3 percent came in January. This pattern means that the Seashore is crowded to near capacity for two months, and only moderately or lightly used the rest of the year. The Cape's climate rules out winter sports development. Still, there is much potential for off-season use. The water stays comparatively warm well into September, and on sunny days beach use is enjoyable into early October. Autumn color is excellent, and the winter scene, while austere, has its own beauty. Spring is also a pleasant season. Hiking, bicycling, beachcombing, nature study and similar activities can be pleasant even during January and February.

Most tourist facilities close after Labor Day, since there is little demand for them. The fact that so many facilities are closed from early September through May or early June presents an obstacle to greater off-season use of the Seashore, because there is less for visitors to do and fewer places to eat or stay overnight.

This cycle can be broken, and it is in the interest of the Seashore to help break it. This will require a joint effort on the part of local business and the Seashore. It will require that the Seashore, when operating funds and staff permit, provide off-season programs and winterized facilities including comfort stations. It will also require an intensive campaign by the Cape tourist industry to promote off-season use.

LAND ACQUISITION

Of the 44,600 acres of land and submerged land within the authorized boundary of the Seashore, 21,391.30 acres have been acquired, 169 acres are in Federal ownership under other agencies, 14,210 acres are owned by the State or by towns, and about 1,311 acres have or are entitled to improved property status. There remains about 7,519 acres of private land to be acquired.

Remaining land subject to acquisition should be acquired.¹
The Land Acquisition priority program is:

1. Land for an access road or some other mode of transportation to proposed Bayside Visitor Facilities to avoid aggravating traffic congestion on the narrow, winding, low capacity town roads now in use.
2. Land for the preservation of natural values and ecological communities, including ocean frontage, Eastham Bog area, Nauset Marsh in Eastham, heath area in Truro and the Great Ponds in Wellfleet over which the State now has jurisdiction.
3. Land for bicycle and hiking trails between Eastham (Coast Guard Beach) and Provincetown (Herring Cove Beach) to tie in with existing portions in Eastham, Head of the Meadow-High Head, and the Province Lands.

A tract by tract land acquisition priority map will be prepared.

COORDINATED PLANNING

As the regional analysis points out, few units of the National Park System are so integral a part of their region as is Cape Cod. Nearly every facet of Seashore development and operations affect or are affected by other governmental or private bodies. Many of the major problems faced by the Seashore as use increases will be faced by the entire Cape, and what the Cape as a whole does about them will profoundly influence the Seashore. Thus, it is imperative that the National Park Service establish and maintain a close working relationship with all other agencies involved in planning on Cape Cod.

Beside the National Park Service, Federal agencies active on the Cape include the Corps of Engineers, the United States Air Force, the Bureau of Sports Fisheries and Wildlife, the Bureau of Commercial Fisheries, the Geological Survey, and the Coast Guard. State agencies particularly important in regional planning include the Department of Public Works and the Department of Natural Resources. Through its review of statewide comprehensive outdoor recreation plans and its continuing analysis of all phases of the Federal outdoor recreation effort, the Bureau of Outdoor Recreation helps achieve coordination in this field.

Towns are also very much involved in planning, since in Massachusetts basic responsibility for land use planning and zoning is vested in the town. The six towns within which the Seashore lies are particularly interrelated with the Seashore, since they are responsible for such public functions as police and fire protection and local road construction and maintenance, and since all but Provincetown own considerable land within Seashore boundaries. Barnstable County is also an important factor in this field. Its Cape Cod Planning and Economic Development Commission, professionally staffed, gathers data, prepares studies and regional plans for consideration by the towns, and provides planning assistance. The National Park Service should work closely with all of these agencies, relying upon the Cape Cod National Seashore Advisory Commission for advice and assistance in liaison with the towns.

PROVINCETOWN FUTURE LAND USE SCHEMATIC



The Seashore, with guidance and assistance as needed from other National Park Service offices, should develop and maintain a close working relationship with various agencies of the State to provide coordination on specific items.

The present Massachusetts State Outdoor Recreation Plan makes no meaningful comment on the Seashore; neither the Regional Description nor the Regional Needs section even mention it. This plan is being revised, and the State is now in a position to include Federal agency planning within the framework of its Statewide Plan. The Seashore should initiate and follow up on contacts with the State to encourage expansion of State campgrounds at Shawme-Crowell State Park, Nickerson State Park, Myles Standish State Forest, and Scusset State Beach, to keep apprised of any plans to expand Nickerson State Park, and in general to promote the exchange of information and ideas on a continuing basis. The Corps of Engineers are considering updating the Recreation Master Plan for the Cape Cod Canal. The Seashore should initiate contacts with the Corps to keep informed of that agency's plans as they may affect the Seashore and to explore possible use of Corps lands for a Cape Cod Visitor Information Center. The Seashore should also initiate and maintain contact with the State Department of Public Works and the Bureau of Public Roads to keep informed of long-range highway planning both for the Cape and its approaches which may affect future development of the Cape Cod Region and influence day use of the Seashore. Finally, the Seashore and the Service as a whole should maintain the closest possible working relationship with the Cape Cod Planning and Economic Development Commission.

Some planning considerations merit further mention. First, the town of Provincetown has had a Master Plan Study Report prepared for presentation at Town Meeting. This plan proposes a central parking facility outside the town center so that auto access to the extremely congested area can be replaced by public transportation (see facing illustration). The concept is interesting and may be adaptable to future Park Service planning in this area. The Service should work with the Town if the plan is approved to insure implementation of the concept in a manner which is most beneficial to both the Town and the Seashore. The Service has no legal authority in financing the proposal, and the plan might require a boundary change. Second, the town of Truro has begun a town master plan. The Seashore should work closely with the town to assure orderly development consonant with the needs of both and in harmony with their environment.

Third, the Geological Survey has licensed a proposed off-shore oil and gas exploration in the area. As the Santa Barbara Channel episode has proved, safe practices and a lively concern for ecological considerations is essential in such explorations. As an example, the largest wintering population of eider ducks in the United States occurs along the south tip of the Seashore on the east side of Monomoy, and oil reaching this area could result in irreparable harm to this species. The National Park Service in conjunction with other interested agencies must do everything it can to assure that any off-shore exploration is so conducted as to assure against accident.

Finally, the National Park Service should work as closely as possible with any private organizations involved in planning activities for all or sections of the Cape.

MAINTENANCE

Cape Cod National Seashore has the special maintenance problems common to all seashores--extensive utility systems, beach cleanup, intensive turf maintenance in developed areas, periodic storm damage, erosion, and so forth. In addition, it has some unique requirements--utilities and roads owned in common with owners of improved property, demands for clean-up on and near improved properties, requests for no-trespassing signs for improved properties, need for close cooperation with the Coast Guard, Navy, Air Force, Corps of Engineers, U.S. Geological Survey, and State, County, and Town Governments, extensive rehabilitation of structures used for employee housing, and so forth.

As a result of these demands, which increase with each new facility and will be further increased by the recommended program to encourage greater off-season use, maintenance and operating funds and staff are not adequate. Consequently, such facilities as water and sewer systems, visitor centers, bathhouses, interpretive trail signs, markers and wayside exhibits, and amphitheaters can be given only Class C maintenance rather than the Class A maintenance that the capital investment and visitor use require. The Seashore has established maintenance priorities and schedules, and adheres to them.

Waste Disposal

Each adjacent town operates a town dump. Solid waste disposal is being studied by the Cape Cod Planning and Economic Development Commission, and the Service will cooperate with the Commission in this matter.

Water Supply

A special use permit has been entered into with the town of Provincetown for use of ground water within the Seashore for mutual benefit of town and Seashore. Similar arrangements should be developed with other towns in accordance with established criteria.

HISTORIC STRUCTURES

Of the 85 historic structures shown on the Historic Architecture Map, nine are in Federal ownership. Two, the Penniman House and barn, have been developed as exhibits in place. Three, the Atwood-Higgins complex, are subject to life estate and will eventually become an historic house museum. Those structures remaining in private ownership have improved property status.

The purpose of the historic structures management program is to assure the preservation of structures of merit as architectural specimens and as part of the Cape Cod scene. This can best be done by encouraging continued private ownership. If additional such structures are acquired, they should be used for park purposes.

This program requires continuing inventory and study to assure timely identification of structures of merit and to permit decisions as to how best to assure their preservation.

Lighthouses and Coast Guard Stations should be acquired, when and if they become available, for use in the interpretive program.



Cliffs at Highland Light

HIGHLAND LIGHT COMPLEX

The Highland Light complex presents both an opportunity for imaginative planning and a set of complex planning considerations. Composed of a variety of uses and activities within a small but geologically and esthetically significant land form, the complex requires a detailed development concept.

Elements of the complex include a bluff rising 135 feet from the Atlantic, the famous and still active Highland or Cape Cod Light, and the so-called Highland House Hotel, built in 1910 and named after a much earlier and historic structure which was moved from the area several years ago. Other important features include two gift shops (Jobi and Little Shop), the nine-hole Highland Golf Course, Horton's campground, and several other improved properties.

The physical setting is bleak but picturesque--reminiscent of a Scottish moor. The view over the Atlantic and along the sweep of Great Beach is striking. It is an area of scenic appeal and historic interest which should be made available for public visitation and enjoyment. However, the planning complexities are many. Present parking and access are inadequate. There are no surfaced trails nor barriers at the top of the bluff. Visitor use must be carefully channeled to avoid conflict with the still-active lighthouse and nearby improved properties and commercial activities. The Highland House, although in poor condition, is being operated as a museum and headquarters by the Truro Historical Society on a cooperative agreement.

NAUSET LIGHT BEACH

Nauset Light Beach merits further consideration. It was given to the Federal Government by the town of Eastham with the stipulation that its use as a beach would continue. Some investment, including a new comfort station, has been made at this beach.

However, the beach lies at the bottom of a steep scarp, and stairs are required to provide access from the parking area at the top of the scarp to the beach at its foot. Erosion of the scarp at this point has progressed at the average rate of about three feet per year. In the past six years the bluff has receded about twenty-five feet and two rows of parking have been lost. Present Federal landholdings in the vicinity, with the exception of the parcel donated by the town, are small and are not contiguous.

Nauset Light Beach is not well suited to development as a major beach. However, in view of the stipulation made with the town of Eastham and the ever increasing demand for beach facilities, a beach in this immediate vicinity should be continued.

Existing Federal lands in the vicinity and suitable for such use in terms of the authorizing legislation could be so developed. As opportunity permits, Federal holdings should be blocked in to improve the development potentials.

BAY SIDE

Planning for this segment of Cape Cod National Seashore is influenced by a number of factors. Among these factors are those relating to access (discussed on page 32), uncertainty as to the amount of use the proposed Bayside Beach will receive in view of the experience of town-operated bay beaches, land ownership patterns, and a Seashore initiated restudy of interpretive goals for this segment. At present, these factors and their interrelationship are too fluid to permit definitive development planning for the Bay Side. As these factors are brought into better focus by the recommended transportation system study by a refinement of interpretive thinking, and by the passage of time, adjustment of the General Development Plan as it relates to this segment of the Seashore should be reviewed and revised if necessary, and Developed Area Schematics prepared as a basis for programming and construction.

PRIORITY OF NEEDS

This section of the master plan sets out the sequence of actions needed to conserve, use, and manage the Seashore.

At this stage of development, the Seashore is an operating identity. A few problems exist which should be solved before major development is carried further. The next priorities should be for study and planning. The transportation study should be undertaken immediately. Concurrently, the Service should work closely with the State Department of Public Works, Bureau of Public Roads, and regional and town planning groups on further study of the Route 6 problem. Acquisition of remaining unimproved lands should be begun. While much of the recommended development is on Federally owned land, the length of the Seashore hiking trail and several bicycle, short hiking and nature trails cannot be built until lands along the rights-of-way have been acquired.

The transportation study can begin now. It is definitely related to the proposed Provincetown town plan, planning decisions concerning Route 6, and other regional considerations.

If mass transportation systems are found to be feasible, additional parking at Herring Cove and Marconi Beaches may be unnecessary. However, beach use is increasing and expansion may be necessary before the transportation study is complete or before the systems can be planned or developed. The decision as to whether or not to expand the parking at these beaches cannot be made in this plan. Similarly final development plans for the Griffin Island Visitor Center and a bayside beach development cannot be made until problems of transportation to them can be solved.

Spur trails connecting the Seashore bicycle trails to rental centers should be provided.

Developed Area Plans and other Action Plans should be completed as soon as possible.

There is no clear cut priority in which recommended facilities should be provided. Determination of priority should be made through the regular programming process.

A P P E N D I C E S

APPENDIX A

STUDY PARTICIPANTS AND ACKNOWLEDGEMENTS

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APPENDIX B
AUTHORIZING LEGISLATION



Public Law 87-126
87th Congress, S. 857
August 7, 1961

An Act

75 STAT. 284.

To provide for the establishment of Cape Cod National Seashore.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That (a) the area comprising that portion of the land and waters located in the towns of Provincetown, Truro, Wellfleet, Eastham, Orleans, and Chatham in the Commonwealth of Massachusetts, and described in subsection (b), is designated for establishment as Cape Cod National Seashore (hereinafter referred to as "the seashore").

Cape Cod
National Sea-
shore, Mass.
Establishment.

(b) The area referred to in subsection (a) is described as follows:

Beginning at a point in the Atlantic Ocean one-quarter of a mile due west of the mean low-water line of the Atlantic Ocean on Cape Cod at the westernmost extremity of Race Point, Provincetown, Massachusetts;

thence from the point of beginning along a line a quarter of a mile offshore of and parallel to the mean low-water line of the Atlantic Ocean, Cape Cod Bay, and Provincetown Harbor in generally southerly, easterly, and northerly directions rounding Long Point and then southwesterly to a point a quarter of a mile offshore of the mean low-water line on the harbor side of the dike depicted on the United States Geological Survey Provincetown quadrangle sheet (1949) crossing an arm of the Provincetown Harbor;

thence northerly, along a line a quarter of a mile offshore of and parallel to the low-water line at the dike to a point easterly of the point of intersection of the said dike with the boundary of the Province Lands Reservation as depicted on the said Provincetown quadrangle sheet;

thence westerly to the said point of intersection of the dike and the Province Lands Reservation boundary;

thence along the boundaries of the Province Lands Reservation northwesterly, northeasterly, northerly, and easterly to the easternmost corner of the reservation being near United States Route 6;

thence leaving the said easternmost corner along an extension of the southerly reservation boundary line easterly to the northerly right-of-way line of United States Route 6;

thence along the northerly right-of-way line of United States Route 6 in a general easterly direction crossing the Truro-Provincetown line and continuing in the town of Truro in a generally southeasterly direction to a point four-tenths of a mile southeasterly of the southerly right-of-way line of Highland Road;

thence easterly five-tenths of a mile to a point;

thence turning and running in a southeasterly direction paralleling the general alignment of United States Route 6 and generally distant therefrom five-tenths of a mile to a point approximately 700 feet northwesterly of Long Nook Road;

thence southwesterly along a ridge generally paralleling the alignment of Long Nook Road and distant approximately 700 feet therefrom to a point two-tenths of a mile northeasterly of the northerly right-of-way line of United States Route 6;

thence southeasterly paralleling the general alignment of United States Route 6 and generally distant two-tenths of a mile northeasterly thereof to a point 300 feet south of the southerly right-of-way line of Higgins Hollow Road;

thence in a general easterly direction paralleling the southerly alinement of Higgins Hollow Road and 300 feet distant southerly therefrom to a point five-tenths of a mile east of the easterly right-of-way line of said Route 6;

thence turning and running in a southeasterly and southerly direction paralleling the general alinement of United States Route 6 and distant five-tenths of a mile easterly therefrom to a point 300 feet north of the northerly right-of-way line of North Pamet Road;

thence in a generally southwesterly direction paralleling the general alinement of North Pamet Road and generally distant 300 feet northerly therefrom to a point approximately two-tenths of a mile east of the easterly right-of-way line of United States Route 6;

thence in a southerly direction paralleling the alinement of United States Route 6 and generally distant two-tenths of a mile easterly therefrom to a point three-tenths of a mile south of South Pamet Road;

thence west to the intersection of Old County Road and Mill Pond Road;

thence following the easterly right-of-way line of Old County Road southward to a point opposite the southerly right-of-way line of Ryder Beach Road at its intersection with Old County Road;

thence eastward to a point 300 feet east of the easterly right-of-way line of said Old County Road;

thence in a southerly direction paralleling Old County Road at a distance of 300 feet to the east of the easterly right-of-way line of said road to a point 600 feet south of the southerly right-of-way line of Prince Valley Road;

thence in a generally westerly direction, crossing Old County Road and the New York, New Haven, and Hartford Railroad right-of-way to the southern extremity of the town landing and beach in the Ryder Beach area, and continuing to a point in Cape Cod Bay a quarter of a mile offshore from the mean low-water line of Cape Cod Bay;

thence turning and running along a line a quarter of a mile offshore of and parallel to the mean low-water line of Cape Cod Bay in a general southerly and easterly direction rounding Jeremy Point and thence in a general northerly direction along a line a quarter of a mile offshore of and parallel to the mean low-water line on the westerly side of Wellfleet Harbor, to a point one quarter of a mile due north of the mean low-water line at the eastern tip of Great Island as depicted on the United States Geological Survey Wellfleet quadrangle sheet (1953);

thence north to the mean high-water line on the north shore of the Herring River estuary in the vicinity of its confluence with Wellfleet Harbor;

thence following the mean high-water line southwesterly, northwesterly, and northeasterly to the easterly right-of-way line of Chequesset Neck Road at its crossing of Herring River;

thence following the course of Herring River along the 20-foot contour line of the southeasterly shore thereof to a point near Mill Creek;

thence crossing Mill Creek in a northeasterly direction to the 20-foot contour level near to and northeast of the confluence of Mill Creek and Herring River;

thence following generally northerly and easterly along the easterly edge of the Herring River marshes on the 20-foot contour

to a point north of which the easterly right-of-way line of a medium duty road, as depicted on said Wellfleet quadrangle sheet, crosses northward across a marshy stream near the juncture of said medium duty road with Bound Brook Island Road;

thence crossing said marshy stream along said easterly right-of-way line of said medium duty road, and continuing in a northerly direction to the 20-foot contour level on the north side of said marshy stream;

thence following the 20-foot contour line westward approximately 1,000 feet to its intersection with an unimproved dirt road, as depicted on said Wellfleet quadrangle sheet, leading from a point near the juncture of Bound Brook Island Road and the said medium duty road;

thence following said unimproved dirt road northwesterly for approximately 1,600 feet to the 20-foot contour line bordering the southerly edge of the Herring River marshes;

thence following said 20-foot contour line in an easterly direction to Route 6;

thence crossing Route 6 and continuing to a point on the easterly right-of-way line of a power transmission line as depicted on said Wellfleet quadrangle sheet;

thence in a general southerly direction along the said easterly right-of-way line of a power transmission line to the Eastham-Wellfleet town line;

thence southeasterly for a distance of approximately 5,200 feet to a point due north of the intersection of the easterly right-of-way line of Nauset Road with the northerly right-of-way line of Cable Road;

thence due south to the intersection of the said easterly right-of-way line of Nauset Road and the said northerly right-of-way line of Cable Road;

thence in a general southerly direction crossing Cable Road and along said easterly right-of-way line of Nauset Road to a point 500 feet north of the northerly right-of-way line of Doane Road and its intersection with Nauset Road;

thence west to a point 500 feet west of the westerly right-of-way line of Nauset Road;

thence southerly and westerly 500 feet from and parallel to the said right-of-way line of Nauset Road to the easterly right-of-way line of Salt Pond Road;

thence southerly along the easterly right-of-way line of said Salt Pond Road to its intersection with the southerly right-of-way line of Nauset Road;

thence westerly along the southerly right-of-way line of Nauset Road to its intersection with the easterly right-of-way line of United States Route 6;

thence southerly along the easterly right-of-way line of said Route 6 a distance of about four-tenths of a mile to the northerly boundary of the Eastham town hall property;

thence easterly to a point one-tenth of a mile from United States Route 6;

thence turning and running in a generally southerly direction paralleling the general alignment of United States Route 6 and generally distant therefrom one-tenth of a mile to a small stream approximately one-tenth of a mile beyond Governor Prence Road extended;

thence southeasterly along the said stream to the Orleans-Eastham town line;

thence along the Orleans-Eastham town line to the southerly tip of Stony Island;

thence generally southeasterly in the town of Orleans by Nauset Harbor Channel to a point due north of the northerly tip of Nauset Heights as depicted on United States Geological Survey Orleans quadrangle sheet (1946);

thence due south to the 20-foot contour line in Nauset Heights as delineated on the said Orleans quadrangle sheet;

thence generally southerly along the said 20-foot contour to a point about one-tenth of a mile northerly of Beach Road;

thence southwesterly along a line intersecting Beach Road at a point two-tenths of a mile easterly of the so-called Nauset Road leading northerly to Nauset Heights;

thence southerly to a head of a tributary to Little Pleasant Bay at the northerly tip of Pocket Neck as depicted on the said Orleans quadrangle sheet;

thence generally southerly along the thread of channel of the said tributary passing westerly and southwesterly around Pocket Island and thence southwesterly into Little Pleasant Bay passing to westerly of the northerly tip of Sampson Island, the westerly tip of Molcy Head, and the southwesterly tip of Hog Island following in general the centerline of Little Pleasant Bay to Pleasant Bay;

thence generally southeasterly in Pleasant Bay along a line passing midway between Sipson Island and Nauset Beach to a point on the Chatham-Orleans town line one-quarter of a mile westerly of the mean low-water line of Pleasant Bay on the westerly shore of Nauset Beach;

thence generally southerly in Pleasant Bay in the town of Chatham along a line a quarter of a mile onshore of and parallel to the said mean low-water line of Pleasant Bay on the westerly shore of Nauset Beach to a point a quarter of a mile south of the mean low-water line of the southern tip of Nauset Beach;

thence easterly rounding the southern tip of Nauset Beach along a line a quarter of a mile offshore of and parallel thereto;

thence generally northerly and northwesterly, and westerly along a line a quarter of a mile offshore of and parallel to the mean low-water line of the Atlantic Ocean on the easterly shore of Nauset Beach and on to the outer cape to the point of beginning.

Acquisition of
land, etc.
Authority.

SEC. 2. (a) The Secretary of the Interior (hereinafter referred to as "Secretary") is authorized to acquire by purchase, gift, condemnation, transfer from any Federal agency, exchange, or otherwise, the land, waters, and other property, and improvements thereon and any interest therein, within the area which is described in section 1 of this Act or which lies within the boundaries of the shore as described pursuant to section 3 of this Act (both together hereinafter in this Act referred to as "such area"). Any property, or interest therein, owned by the Commonwealth of Massachusetts, by any of the towns referred to in section 1 of this Act, or by any other political subdivision of said Commonwealth may be acquired only with the concurrence of such owner. Notwithstanding any other provision of law, any Federal property located within such area may, with the concurrence of the agency having custody thereof, be transferred without consideration to the administrative jurisdiction of the Secretary for use by him in carrying out the provisions of this Act.

Funds.

(b) The Secretary is authorized (1) to use donated and appropriated funds in making acquisitions under this Act, and (2) to pay

therefor not more than the fair market value of any acquisitions which he makes by purchase under this Act.

(c) In exercising his authority to acquire property by exchange, the Secretary may accept title to any non-Federal property located within such area and convey to the grantor of such property any federally owned property under the jurisdiction of the Secretary within such area. The properties so exchanged shall be approximately equal in fair market value: *Provided*, That the Secretary may accept cash from or pay cash to the grantor in such an exchange in order to equalize the values of the properties exchanged.

The Secretary shall report to the Congress on every exchange carried out under authority of this Act within thirty days from its consummation, and each such report shall include a statement of the fair market values of the properties involved and of any cash equalization payment made or received.

Report to
Congress.

(d) As used in this Act the term "fair market value" shall mean the fair market value as determined by the Secretary, who may in his discretion base his determination on an independent appraisal obtained by him.

"Fair market
value."

SEC. 3. (a) As soon as practicable after the date of enactment of this Act and following the acquisition by the Secretary of an acreage in the area described in section 1 of this Act that is in the opinion of the Secretary efficiently administrable to carry out the purposes of this Act, the Secretary shall establish Cape Cod National Seashore by the publication of notice thereof in the Federal Register.

Notice.
Publication
in F. R.

(b) Such notice referred to in subsection (a) of this section shall contain a detailed description of the boundaries of the seashore which shall encompass an area as nearly as practicable identical to the area described in section 1 of this Act. The Secretary shall forthwith after the date of publication of such notice in the Federal Register (1) send a copy of such notice, together with a map showing such boundaries, by registered or certified mail to the Governor of the Commonwealth of Massachusetts and to the board of selectmen of each of the towns referred to in section 1 of this Act; (2) cause a copy of such notice and map to be published in one or more newspapers which circulate in each of such towns; and (3) cause a certified copy of such notice, a copy of such map, and a copy of this Act to be recorded at the registry of deeds for Barnstable County, Massachusetts.

SEC. 4. (a) (1) The beneficial owner or owners, not being a corporation, of a freehold interest in improved property which the Secretary acquires by condemnation may elect, as a condition to such acquisition, to retain the right of use and occupancy of the said property for noncommercial residential purposes for a term of twenty-five years, or for such lesser time as the said owner or owners may elect at the time of such acquisition.

Acquisition
by condemna-
tion.
Provisions.

(2) The beneficial owner or owners, not being a corporation, of a freehold estate in improved property which property the Secretary acquires by condemnation, who held, on September 1, 1959, with respect to such property, an estate of the same nature and quality, may elect, as an alternative and not in addition to whatever right of election he or they might have under paragraph (1) of this subsection, to retain the right of use and occupancy of the said property for noncommercial residential purposes (i) for a term limited by the nature and quality of his or their said estate, if his or their said estate is a life estate or an estate pur autre vie, or (ii) for a term ending at the death of such owner or owners, or at the death of the survivor of them, if his or their said estate is an estate of fee simple.

(3) Where such property is held by a natural person or persons for his or their own life or lives or for the life or lives of another

"The life tenant."

or others (such person or persons being hereinafter called "the life tenant"), with remainder in another or others; any right of election provided for in paragraph (2) of this subsection shall be exercised by the life tenant, and any right of election provided for in paragraph (1) of this subsection shall be exercised by the concurrence of the life tenant and the remainderman or remaindermen.

(4) The beneficial owner or owners of a term of years in improved property which the Secretary acquires by condemnation may elect, as a condition to such acquisition, to retain the right of use and occupancy of the said property for non-commercial residential purposes for a term not to exceed the remainder of his or their said term of years, or a term of twenty-five years, whichever shall be the lesser. The owner or owners of the fee simple estate or estates in such property may, subject to the right provided for in the preceding sentence, exercise such right or rights of election as remain to them under paragraphs (1) and (2) of this subsection.

(5) No right of election accorded by paragraphs (1), (2), or (4) of this subsection shall be exercised to impair substantially the interests of holders of encumbrances, liens, assessments, or other charges upon or against the property.

(6) Any right or rights of use and occupancy retained pursuant to paragraphs (1), (2), and (4) of this subsection shall be held to run with the land, and may be freely transferred and assigned.

(7) In any case where a right of use and occupancy for life or for a fixed term of years is retained as provided in paragraph (1), (2), or (4) of this subsection, the compensation paid by the Secretary for the property shall not exceed the fair market value of the property on the date of its acquisition by the Secretary, less the fair market value on such date of the said right retained.

Violation of regulations.

(8) The Secretary shall have authority to terminate any right of use and occupancy of property, retained as provided in paragraph (1), (2), or (4) of this subsection, at any time after the date when any use occurs with respect to such property which fails to conform or is in any manner opposed to or inconsistent with any applicable standard contained in regulations issued pursuant to section 5 of this Act and in effect on said date: *Provided*, That no use which is in conformity with the provisions of a zoning bylaw approved in accordance with said section 5 which is in force and applicable to such property shall be held to fail to conform or be opposed to or inconsistent with any such standard. In the event that the Secretary exercises the authority conferred by this paragraph, he shall pay to the owner of the right so terminated an amount equal to the fair market value of the portion of said right which remained on the date of termination.

Suspension of authority.

(b) (1) The Secretary's authority to acquire property by condemnation shall be suspended with respect to all improved property located within such area in all of the towns referred to in section 1 of this Act for one year following the date of its enactment.

(2) Thereafter such authority shall be suspended with respect to all improved property located within such area in any one of such towns during all times when such town shall have in force and applicable to such property a duly adopted, valid zoning bylaw approved by the Secretary in accordance with the provisions of section 5 of this Act.

(c) The Secretary's authority to acquire property by condemnation shall be suspended with respect to any particular property which is used for commercial or industrial purposes during any period when such use is permitted by the Secretary and during the pendency of the first application for such permission made to the Secretary after

the date of enactment of this Act provided such application is made not later than the date of establishment of the seashore.

(d) The term "improved property," wherever used in this Act, shall mean a detached, one-family dwelling the construction of which was begun before September 1, 1959 (hereinafter referred to as "dwelling"), together with so much of the land on which the dwelling is situated, the said land being in the same ownership as the dwelling, as the Secretary shall designate to be reasonably necessary for the enjoyment of the dwelling for the sole purpose of noncommercial residential use, together with any structures accessory to the dwelling which are situated on the land so designated. The amount of the land so designated shall in every case be at least three acres in area, or all of such lesser amount as may be held in the same ownership as the dwelling, and in making such designation the Secretary shall take into account the manner of noncommercial residential use in which the dwelling and land have customarily been enjoyed: *Provided, however*, That the Secretary may exclude from the land so designated any beach or waters, together with so much of the land adjoining such beach or waters as the Secretary may deem necessary for public access thereto.

(e) Nothing in this section or elsewhere in this Act shall be construed to prohibit the use of condemnation as a means of acquiring a clear and marketable title, free of any and all encumbrances.

SEC. 5. (a) As soon after the enactment of this Act as may be practicable, the Secretary shall issue regulations specifying standards for approval by him of zoning bylaws for purposes of section 4 of this Act. The Secretary may issue amended regulations specifying standards for approval by him of zoning bylaws whenever he shall consider such amended regulations to be desirable due to changed or unforeseen conditions.

All regulations and amended regulations proposed to be issued under authority of the two preceding sentences of this subsection shall be submitted to the Congress and to the towns named in section 1 of this Act at least ninety calendar days (which ninety days, however, shall not include days on which either the House of Representatives or the Senate is not in session because of an adjournment of more than three calendar days to a day certain) before they become effective and the Secretary shall, before promulgating any such proposed regulations or amended regulations in final form, take due account of any suggestions for their modification which he may receive during said ninety-day period. All such regulations and amended regulations shall, both in their proposed form and in their final form, be published in the Federal Register.

The Secretary shall approve any zoning bylaw and any amendment to any approved zoning bylaws submitted to him which conforms to the standards contained in the regulations in effect at the time of the adoption by the town of such bylaw or such amendment unless before the time of adoption he has submitted to the Congress and the towns and published in the Federal Register as aforesaid proposed amended regulations with which the bylaw or amendment would not be in conformity, in which case he may withhold his approval pending completion of the review and final publication provided for in this subsection and shall thereafter approve the bylaw or amendment only if it is in conformity with the amended regulations in their final form. Such approval shall not be withdrawn or revoked, nor shall its effect be altered for purposes of section 4 of this Act by issuance of any such amended regulations after the date of such approval, so long as such bylaw or such amendment remains in effect as approved.

"Improved property."

Issuance of regulations.

Submission to Congress.

Publication in F. R.

Zoning bylaws. Approval.

Special provisions.

(b) The standards specified in such regulations and amended regulations for approval of any zoning bylaw or zoning bylaw amendment shall contribute to the effect of (1) prohibiting the commercial and industrial use, other than any commercial or industrial use which is permitted by the Secretary, of all property within the boundaries of the seashore which is situated within the town adopting such bylaw; and (2) promoting the preservation and development, in accordance with the purposes of this Act, of the area comprising the seashore, by means of acreage, frontage, and setback requirements and other provisions which may be required by such regulations to be included in a zoning bylaw consistent with the laws of Massachusetts.

(c) No zoning bylaw or amendment of a zoning bylaw shall be approved by the Secretary which (1) contains any provision which he may consider adverse to the preservation and development, in accordance with the purposes of this Act, of the area comprising the seashore, or (2) fails to have the effect of providing that the Secretary shall receive notice of any variance granted under and any exception made to the application of such bylaw or amendment.

(d) If any improved property with respect to which the Secretary's authority to acquire by condemnation has been suspended by reason of the adoption and approval, in accordance with the foregoing provisions of this section, of a zoning bylaw applicable to such property (hereinafter referred to as "such bylaw")—

(1) is made the subject of a variance under or an exception to such bylaw, which variance or exception fails to conform or is in any manner opposed to or inconsistent with any applicable standard contained in the regulations issued pursuant to this section and in effect at the time of the passage of such bylaw, or

(2) is property upon or with respect to which there occurs any use, commencing after the date of the publication by the Secretary of such regulations, which fails to conform or is in any manner opposed to or inconsistent with any applicable standard contained in such regulations (but no use which is in conformity with the provisions of such bylaw shall be held to fail to conform or be opposed to or inconsistent with any such standard), the Secretary may, at any time and in his discretion, terminate the suspension of his authority to acquire such improved property by condemnation: *Provided, however,* That the Secretary may agree with the owner or owners of such property to refrain from the exercise of the said authority during such time and upon such terms and conditions as the Secretary may deem to be in the best interests of the development and preservation of the seashore.

Certificate.

SEC. 6. The Secretary shall furnish to any party in interest requesting the same, a certificate indicating, with respect to any property located within the seashore as to which the Secretary's authority to acquire such property by condemnation has been suspended in accordance with the provisions of this Act, that such authority has been so suspended and the reasons therefor.

Administration.

SEC. 7. (a) Except as otherwise provided in this Act, the property acquired by the Secretary under this Act shall be administered by the Secretary subject to the provisions of the Act entitled "An Act to establish a National Park Service, and for other purposes", approved August 25, 1916 (39 Stat. 535), as amended and supplemented, and in accordance with laws of general application relating to the national park system as defined by the Act of August 8, 1953 (67 Stat. 496); except that authority otherwise available to the Secretary for the conservation and management of natural resources may be utilized to the extent he finds such authority will further the purposes of this Act.

16 USC 1-4.

16 USC 1b-1c.

(b) (1) In order that the seashore shall be permanently preserved in its present state, no development or plan for the convenience of visitors shall be undertaken therein which would be incompatible with the preservation of the unique flora and fauna or the physiographic conditions now prevailing or with the preservation of such historic sites and structures as the Secretary may designate: *Provided*, That the Secretary may provide for the public enjoyment and understanding of the unique natural, historic, and scientific features of Cape Cod within the seashore by establishing such trails, observation points, and exhibits and providing such services as he may deem desirable for such public enjoyment and understanding: *Provided further*, That the Secretary may develop for appropriate public uses such portions of the seashore as he deems especially adaptable for camping, swimming, boating, sailing, hunting, fishing, the appreciation of historic sites and structures and natural features of Cape Cod, and other activities of similar nature.

Protection and development.

(2) In developing the seashore the Secretary shall provide public use areas in such places and manner as he determines will not diminish for its owners or occupants the value or enjoyment of any improved property located within the seashore.

(c) The Secretary may permit hunting and fishing, including shellfishing, on lands and waters under his jurisdiction within the seashore in such areas and under such regulations as he may prescribe during open seasons prescribed by applicable local, State and Federal law. The Secretary shall consult with officials of the Commonwealth of Massachusetts and any political subdivision thereof who have jurisdiction of hunting and fishing, including shellfishing, prior to the issuance of any such regulations, and the Secretary is authorized to enter into cooperative arrangements with such officials regarding such hunting and fishing, including shellfishing, as he may deem desirable, except that the Secretary shall leave all aspects of the propagation and taking of shellfish to the towns referred to in section 1 of this Act.

Hunting and fishing. Regulations.

The Secretary shall not interfere with navigation of waters within the boundaries of the Cape Cod National Seashore by such means and in such areas as is now customary.

Navigation.

Sec. 8. (a) There is hereby established a Cape Cod National Seashore Advisory Commission (hereinafter referred to as the "Commission"). Said Commission shall terminate ten years after the date the seashore is established under section 3 of this Act.

Cape Cod National Seashore Advisory Commission.

(b) The Commission shall be composed of ten members each appointed for a term of two years by the Secretary as follows:

Membership.

(1) Six members to be appointed from recommendations made by each of the boards of selectmen of the towns referred to in the first section of this Act, one member from the recommendations made by each such board;

(2) One member to be appointed from recommendations of the county commissioners of Barnstable County, Commonwealth of Massachusetts;

(3) Two members to be appointed from recommendations of the Governor of the Commonwealth of Massachusetts; and

(4) One member to be designated by the Secretary.

(c) The Secretary shall designate one member to be Chairman. Any vacancy in the Commission shall be filled in the same manner in which the original appointment was made.

(d) A member of the Commission shall serve without compensation as such. The Secretary is authorized to pay the expenses reasonably incurred by the Commission in carrying out its responsibilities under this Act upon vouchers signed by the Chairman.

Compensation.

Duties.

(e) The Commission established by this section shall act and advise by affirmative vote of a majority of the members thereof.

(f) The Secretary or his designee shall, from time to time, consult with the members of the Commission with respect to matters relating to the development of Cape Cod National Seashore and shall consult with the members with respect to carrying out the provisions of sections 4 and 5 of this Act.

(g) No permit for the commercial or industrial use of property located within the seashore shall be issued by the Secretary, nor shall any public use area for recreational activity be established by the Secretary within the seashore, without the advice of the Commission, if such advice is submitted within a reasonable time after it is sought.

Exemptions.

62 Stat. 697,
793.

(h) (1) Any member of the Advisory Commission appointed under this Act shall be exempted, with respect to such appointment, from the operation of sections 281, 283, 284, and 1914 of title 18 of the United States Code and section 190 of the Revised Statutes (5 U.S.C. 99) except as otherwise specified in subsection (2) of this section.

(2) The exemption granted by subsection (1) of this section shall not extend—

(i) to the receipt or payment of salary in connection with the appointee's Government service from any sources other than the private employer of the appointee at the time of his appointment; or

(ii) during the period of such appointment, and the further period of two years after the termination thereof, to the prosecution or participation in the prosecution, by any person so appointed, of any claim against the Government involving any matter concerning which the appointee had any responsibility arising out of his appointment during the period of such appointment.

Appropriation.

SEC. 9. There are authorized to be appropriated such sums as may be necessary to carry out the provisions of this Act; except that no more than \$16,000,000 shall be appropriated for the acquisition of land and waters and improvements thereon, and interests therein, and incidental costs relating thereto, in accordance with the provisions of this Act.

Separability.

SEC. 10. If any provision of this Act or the application of such provision to any person or circumstance is held invalid, the remainder of this Act or the application of such provision to persons or circumstances other than those to which it is held invalid shall not be affected thereby.

Approved August 7, 1961, 12:00 a.m.

APPENDIX C ESTABLISHMENT PROCLAMATION NOTICES

DEPARTMENT OF THE INTERIOR

National Park Service

CAPE COD NATIONAL SEASHORE, MASS.

Notice of Establishment

Whereas, more than 13,000 acres of island and beach are now under the ownership or control of the United States within the boundaries of the Cape Cod National Seashore, as described in section 1(b) of the act of August 7, 1961 (75 Stat. 281), and the acreage so acquired, in my opinion, is efficiently administrable to carry out the purposes of such act;

Now, therefore, I, Stewart L. Udall, Secretary of the Interior, do hereby give notice of the establishment of the Cape Cod National Seashore, such establishment to become effective on May 30, 1966.

The boundaries of the seashore, which compass an area as nearly as practicable identical to the area described in section 1 of the act of August 7, 1961, supra, are more particularly described as follows:

Beginning at a point in the Atlantic Ocean, a quarter of a mile due west of the mean low-water line of the Atlantic Ocean on Cape Cod at the westernmost extremity of Race Point, Provincetown, Mass.; thence proceeding generally southerly, easterly, and northerly along a line a quarter of a mile offshore of and parallel to the mean low-water line of the Atlantic Ocean, Cape Cod Bay, and Provincetown Harbor to a point due east of the intersection of a stone dike with the boundary of the Province Lands Reservation;

thence due west (True meridian) to the said point of intersection marked by a NPS disk stamped 6-1 set in a large boulder in the top of said stone dike (a NPS disk or seal is used in this description is a standard National Park Service round brass disk 2 inches in diameter stamped USDI NPS with a brick-punch indentation at the point being defined, stamped with the number appearing at its representative location on the plan);

thence in a course N. 35°31'04" W.—0,270.19 feet along the boundary of the Province Lands Reservation from said point 6-1 to point 5-5, this course being witnessed as follows:

beginning at point 6-1 and running N. 35°31'04" W. a partial distance of 2,763.26 feet to a point marked by a NPS disk stamped 6-2 set in a stone bound, which bound has been previously referenced as Province Lands Bound "D", and continuing in the same direction 903.21 feet to a point marked by a NPS disk stamped 5-1 set in a stone bound, which bound has been previously referenced as Province Lands Bound "C", and continuing in the same direction 2,943.14 feet to a point marked by a NPS concrete monument stamped 5-2 (a NPS concrete monument as used in this description is a cast concrete reinforced bound 7 inches square at the top and 10 inches square at the bottom, 3 feet long, set about 32 inches in the ground in the top of which is cast a NPS disk), set in the median strip of U.S. Route 6, and continuing in the same direction 722.85 feet to a point marked by a NPS disk stamped 5-3 set in a stone bound,

which bound has been previously referenced as Province Lands Bound "D", and continuing in the same direction 2,663 feet to a point marked by a MHB stamped 5-4 (a MHB as used in this description is a standard Massachusetts highway bound of quarried stone or of cast concrete 6 inches square, a minimum length of 6 feet, set in the ground, a drill hole is in the top, filled with lead and a brass pin placed in the lead at the point being defined, the number appearing on the plan being stamped in the lead plug), and continuing in the same direction 686.06 feet to a corner in Clapps Pond, so called, which corner has been previously referenced as Province Lands Bound Point "L", and shown on the aforementioned plan as point 5-5 with NPS concrete reference monument 5-5A located S. 63°26'32" W.—185.69 feet, and NPS reference monument 5-5B located N. 35°31'04" W.—1,012.67 feet from said point 5-5;

thence in a course N. 69°26'32" E.—6,010.15 feet along the boundary of the Province Lands Reservation from point 5-5 to point 6-9, this course being witnessed as follows: beginning at point 5-5 and running N. 69°26'32" E. a partial distance of 3,009 feet to a point marked by a MHB stamped 5-6, and continuing in the same direction 887.59 feet to a point marked by a NPS disk stamped 5-7, set in a stone bound which has been previously referenced as Province Lands Bound "P", and continuing in the same direction 112.41 feet to a point marked by a MHB stamped 5-8, and continuing in the same direction 2,010.15 feet to the point marked by a NPS disk stamped 5-9 set in a stone bound which has been previously referenced as Province Lands Bound "G";

thence in a course N. 00°52'06" W.—2,023.39 feet along the boundary of the Province Lands Reservation from point 5-9 to point 5-12, this course being witnessed as follows: beginning at point 5-9 and running N. 00°52'06" W. a partial distance of 537.81 feet to a point marked by a NPS concrete monument stamped 5-10, and continuing in the same direction 828.96 feet to a point marked by a NPS concrete monument stamped 5-11, and continuing in the same direction 556.62 feet to the point marked by a NPS disk stamped 5-12 set in a stone bound which has been previously referenced as Province Lands Bound "I";

thence in a course N. 89°06'35" E.—3,013.51 feet along the boundary of the Province Lands Reservation from point 5-12 to point 5-14, this course being witnessed as follows: beginning at point 5-12 and running N. 89°06'35" E. a partial distance of 1,674.71 feet to a point marked by a NPS disk stamped 5-13 set in a stone bound which has been previously referenced as Province Lands Bound "J", and continuing in the same direction 604.50 feet to point 5-13A, and continuing in the same direction 734.40 feet to the point marked by a NPS disk stamped 5-14 set in a stone bound which has been previously referenced as Province Lands Bound "K";

thence in a course N. 25°59'00" W.—10.54 feet to a point marked by a MHB stamped 5-15;

thence in a course northeasterly an arc distance of 270.63 feet (with a radius of 472.0 feet) along the right-of-way line of U.S. Route 6 to a point marked by a MHB stamped 5-16, this point lying N. 74°08'26" E.—270.61 feet from point 5-15; thence in a course N. 72°22'51" E.—753.52 feet along the right-of-way line of U.S. Route 6 to a point marked by a MHB stamped 4-1;

thence in a course N. 25°15'49" W.—669.11 feet along the right-of-way line of U.S. Route 6 to a point marked by a MHB stamped 4-2;

thence in a course N. 59°45'38" E.—412.67 feet along the right-of-way line of U.S. Route 6 to a point marked by a MHB stamped 4-3;

thence in a course S. 54°33'01" E.—567.65 feet along the right-of-way line of U.S. Route 6 to a point marked by a MHB stamped 4-4;

thence in a course N. 72°22'51" E.—1,361.25 feet along the right-of-way line of U.S. Route 6 from point 4-4 to point 8-2, this course being witnessed as follows:

beginning at point 4-4 and running N. 72°22'51" E. a partial distance of 675.72 feet to a point marked by a MHB stamped 8-1, and continuing in the same direction 708.64 feet to the point marked by a MHB stamped 8-2;

thence in a course northeasterly bending to the right from the last course a total arc distance of 2,065.44 feet (with a radius of 6,252.05 feet) along the right-of-way line of U.S. Route 6 from point 8-2 to point 8-4, point 8-4 lying N. 81°50'42" E.—2,065.67 feet from point 8-2, this course being witnessed as follows:

beginning at point 8-2 and running a partial arc distance of 1,011.13 feet (with a radius of 6,252.05 feet) to a point marked by a MHB stamped 8-3, this point lying N. 77°00'30" E. 1,010.03 feet from point 8-2, and continuing to the right with the same radius an arc distance of 1,054.31 feet to the point marked by a MHB stamped 8-4, this point lying N. 86°28'40" E.—1,053.07 feet from point 8-3;

thence in a course S. 86°41'27" E.—2,260.97 feet along the right-of-way line of U.S. Route 6 from point 8-4 to point 8-7, this course being witnessed as follows:

beginning at point 8-4 and running S. 86°41'27" E. a partial distance of 725.26 feet to point 8-5, and continuing in the same direction 723.68 feet to point 8-6, and continuing in the same direction 911.43 feet to the point 8-7 (which point lies N. 1°16'33" E.—150 feet from a MHB stamped 8-7A set on the Massachusetts Highway base line at their station 17+27.49);

thence in a course southeasterly bending to the right an arc distance of 788.34 feet (with a radius of 3,749.37 feet) along the right-of-way line of U.S. Route 6 to a point marked by a MHB stamped 8-8, this point lying S. 62°53'27" E.—786.63 feet from point 8-7;

thence in a course S. 27°07'55" E.—200.61 feet along the right-of-way line of U.S. Route 6 to point 8-9;

thence in a course southeasterly an arc distance of 457.41 feet (with a radius of 3,533.37 feet) along the right-of-way line of U.S. Route 6 to a point marked by a MHB stamped 8-10, this point lying S. 70°46'05" E.—457.09 feet from point 8-9;

thence in a course northeasterly an arc distance of 151.00 feet (with a radius of 2.3 feet) along the right-of-way line of U.S. Route 6 to point 8-11, this point lying N. 52°52'33" E.—150.05 feet from point 8-10;

thence in a course S. 56°12'35" E.—366 feet along the right-of-way line of U.S. Route 6 to point 8-12 (this point lying N. 72°22'51" E.—151.01 feet from a point marked with a MHB stamped 8-12A);

thence in a course southeasterly an arc distance of 601.21 feet (with a radius of 3,649.37 feet) along the right-of-way line of U.S. Route 6 to a point marked by a MHB

13, this point lying S. 55°57'52" E. from point 8-12;

beginning at point 8-12 and running S. 51°14'42" E.—2,672.83 feet to the right-of-way line of U.S. Route 6 from point 8-13 to point 9-3, this course being witnessed as follows:

beginning at point 8-13 and running S. 51°14'42" E. a partial distance of 867.78 feet to a point marked by a MHB stamped 11-1, and continuing in the same direction to a point marked by a MHB stamped 11-2, and continuing in the same direction 939.74 feet to the point marked 11-3 stamped 9-3;

beginning at point 9-3 and running S. 25°41'06" E.—150 feet from a point marked by a railroad spike stamped 9-3 to a point marked by a MHB stamped 11-5, and continuing in the same direction 807.73 feet to the point marked by a MHB stamped 11-6;

beginning at point 11-6 and running S. 51°14'42" E. a partial distance of 1,726.26 feet to a point marked by a MHB stamped 11-11, and continuing in the same direction 700 feet to point 11-2, and continuing in the same direction 756.62 feet to a point marked by a MHB stamped 11-4, and continuing in the same direction 326.68 feet to a point marked by a MHB stamped 11-5, and continuing in the same direction 807.73 feet to the point marked by a MHB stamped 11-6;

beginning at point 11-6 and running S. 51°14'42" E. a partial distance of 1,726.26 feet to a point marked by a MHB stamped 11-11, and continuing in the same direction 700 feet to point 11-2, and continuing in the same direction 756.62 feet to a point marked by a MHB stamped 11-4, and continuing in the same direction 326.68 feet to a point marked by a MHB stamped 11-5, and continuing in the same direction 807.73 feet to the point marked by a MHB stamped 11-6;

beginning at point 11-6 and running S. 51°14'42" E. a partial distance of 1,726.26 feet to a point marked by a MHB stamped 11-11, and continuing in the same direction 700 feet to point 11-2, and continuing in the same direction 756.62 feet to a point marked by a MHB stamped 11-4, and continuing in the same direction 326.68 feet to a point marked by a MHB stamped 11-5, and continuing in the same direction 807.73 feet to the point marked by a MHB stamped 11-6;

beginning at point 11-6 and running S. 51°14'42" E. a partial distance of 1,726.26 feet to a point marked by a MHB stamped 11-11, and continuing in the same direction 700 feet to point 11-2, and continuing in the same direction 756.62 feet to a point marked by a MHB stamped 11-4, and continuing in the same direction 326.68 feet to a point marked by a MHB stamped 11-5, and continuing in the same direction 807.73 feet to the point marked by a MHB stamped 11-6;

beginning at point 11-6 and running S. 51°14'42" E. a partial distance of 1,726.26 feet to a point marked by a MHB stamped 11-11, and continuing in the same direction 700 feet to point 11-2, and continuing in the same direction 756.62 feet to a point marked by a MHB stamped 11-4, and continuing in the same direction 326.68 feet to a point marked by a MHB stamped 11-5, and continuing in the same direction 807.73 feet to the point marked by a MHB stamped 11-6;

beginning at point 11-6 and running S. 51°14'42" E. a partial distance of 1,726.26 feet to a point marked by a MHB stamped 11-11, and continuing in the same direction 700 feet to point 11-2, and continuing in the same direction 756.62 feet to a point marked by a MHB stamped 11-4, and continuing in the same direction 326.68 feet to a point marked by a MHB stamped 11-5, and continuing in the same direction 807.73 feet to the point marked by a MHB stamped 11-6;

beginning at point 11-6 and running S. 51°14'42" E. a partial distance of 1,726.26 feet to a point marked by a MHB stamped 11-11, and continuing in the same direction 700 feet to point 11-2, and continuing in the same direction 756.62 feet to a point marked by a MHB stamped 11-4, and continuing in the same direction 326.68 feet to a point marked by a MHB stamped 11-5, and continuing in the same direction 807.73 feet to the point marked by a MHB stamped 11-6;

beginning at point 11-6 and running S. 51°14'42" E. a partial distance of 1,726.26 feet to a point marked by a MHB stamped 11-11, and continuing in the same direction 700 feet to point 11-2, and continuing in the same direction 756.62 feet to a point marked by a MHB stamped 11-4, and continuing in the same direction 326.68 feet to a point marked by a MHB stamped 11-5, and continuing in the same direction 807.73 feet to the point marked by a MHB stamped 11-6;

marked by a MHB stamped 11-13, this point lying S. 65°02'56" E.—916.39 feet from point 11-12, and continuing to the right with the same radius an arc distance of 916.39 feet to a point, this point 11-14 lying S. 58°26'11" E.—916.39 feet from point 11-13, and continuing to the right with the same radius an arc distance of 846.71 feet to the point marked by a MHB stamped 11-15, this point lying S. 62°24'17" E.—846.34 feet from point 11-14;

thence in a course S. 49°25'40" E.—3,708.87 feet along the right-of-way line of U.S. Route 6 from point 11-15 to point 12-2, this course being witnessed as follows:

beginning at point 11-15 and running S. 49°25'40" E. a partial distance of 608.87 feet to a point marked by a MHB stamped 11-16, and continuing in the same direction 800 feet to a point marked by a MHB stamped 11-17, and continuing in the same direction 1,050 feet to point 12-1, and continuing in the same direction 990 feet to the point marked by a MHB stamped 12-2;

thence in a course N. 72°26'38" E.—227.26 feet along the right-of-way line of U.S. Route 6 to a point marked by a MHB stamped 12-3;

thence in a course S. 58°18'54" E.—582.20 feet along the right-of-way line of U.S. Route 6 to a point marked by a MHB stamped 12-4;

thence in a course S. 13°53'05" E.—150 feet along the right-of-way line of U.S. Route 6 to a point marked by a MHB stamped 12-5;

thence in a course N. 61°31'53" E.—340.32 feet along the right-of-way line of U.S. Route 6 to a point marked by a MHB stamped 12-6;

thence in a course S. 23°18'05" E.—82.30 feet along the right-of-way line of U.S. Route 6 to a point marked by a MHB stamped 12-7;

thence in a course S. 23°11'19" W.—719.11 feet along the right-of-way line of U.S. Route 6 to a point marked by a MHB stamped 12-8;

thence in a course southeasterly an arc distance of 872.54 feet (with a radius of 4,150 feet) along the right-of-way line of U.S. Route 6 to a point marked by a MHB stamped 12-9, this point lying S. 31°41'10" E.—870.94 feet from point 12-8;

thence in a course S. 1°58'50" E.—128.70 feet along the right-of-way line of U.S. Route 6 to a point marked by a MHB stamped 12-10;

thence in a course southeasterly an arc distance of 498.12 feet (with a radius of 4,100 feet) along the right-of-way line of U.S. Route 6 to a point marked by a NPS concrete monument stamped 12-11, this point lying S. 20°32'07" E.—497.81 feet from point 12-10;

thence continuing southerly along the easterly right-of-way line of the Massachusetts State Highway, U.S. Route 6, 65 feet, more or less, to a point located approximately 280 feet north of the northerly side-line of a town way known as South Hollow Road;

thence generally northeasterly and approximately parallel to South Hollow Road, 1,600 feet, more or less, to a corner located approximately 350 feet north of South Hollow Road;

thence generally southerly 350 feet, more or less, to a point on the northerly side-line of South Hollow Road;

thence generally southeasterly 1,075 feet, more or less, to a point on the westerly side-line of a town way known as South Hollow Road;

thence generally northeasterly 330 feet, more or less;

thence in a course S. 11°33'31" E.—2,926.96 feet paralleling the general alignment of

U.S. Route 6 and generally distant therefrom about five-tenths of a mile, from point 16-4 to point 13-1, this course being witnessed as follows:

beginning at a point N. 26°27'24" W. and 1,710 feet removed from point 16-3 and running S. 26°27'21" E. a partial distance of 1,710 feet to a point marked by a NPS concrete monument stamped 16-3, and continuing in the same direction 945.53 feet to a point marked by the NPS concrete monument stamped 16-4;

thence in a course S. 11°33'31" E.—2,926.96 feet paralleling the general alignment of U.S. Route 6 and generally distant therefrom about five-tenths of a mile, from point 16-4 to point 13-1, this course being witnessed as follows:

beginning at point 16-4 and running S. 11°33'31" E. a partial distance of 690 feet to a point marked by a NPS concrete monument stamped 16-5, and continuing in the same direction 2,236.96 feet to the point marked by a NPS concrete monument stamped 13-1;

thence in a course S. 46°04'33" E.—1,411.36 feet paralleling the general alignment of U.S. Route 6 and generally distant therefrom about five-tenths of a mile, from point 13-1 to point 13-3, this course being witnessed as follows:

beginning at point 13-1 and running S. 46°04'35" E. a partial distance of 790 feet to a point marked by a NPS concrete monument stamped 13-2, and continuing in the same direction 621.36 feet to the point marked by a NPS concrete monument stamped 13-3;

thence in a course S. 49°19'08" W.—1,673.56 feet along a ridge about 760 feet northwesterly of a town way known as Long Neck Road, from point 16-5 to point 13-5, this course being witnessed as follows:

beginning at point 13-5 and running S. 49°19'08" W. a partial distance of 625 feet to a point marked by a NPS concrete monument stamped 13-4, and continuing in the same direction 1,053.86 feet to the point marked by a NPS concrete monument stamped 13-5;

thence in a course S. 61°22'22" E.—1,669 feet paralleling the general alignment of U.S. Route 6 and generally distant therefrom about two tenths of a mile, from point 13-5 to point 13-7, this course being witnessed as follows:

beginning at point 13-5 and running S. 61°22'22" E. a partial distance of 1,450 feet to a point marked by a NPS concrete monument stamped 13-6, and continuing in the same direction 400 feet to a point marked by the NPS concrete monument stamped 13-7;

thence in a course N. 78°14'52" E.—1,745.71 feet paralleling the general alignment of a town way known as Hollow Road and generally distant therefrom about 300 feet, from point 13-7 to point 13-10, this course being witnessed as follows:

beginning at point 13-7 and running N. 78°14'52" E. a partial distance of 260 feet to a point marked by a NPS concrete monument stamped 13-8, and continuing in the same direction 1,175.71 feet to a point marked by a NPS concrete monument stamped 13-9, and continuing in the same direction 130 feet to a point marked by the NPS concrete monument stamped 13-10;

thence in a course N. 60°03'39" E.—678.63 feet paralleling the general alignment of a town way known as Hollow Road and generally distant therefrom about 300 feet, from point 13-10 to point 13-3, this course being witnessed as follows:



beginning at point 13-10 and running N. 60°03'30" E. a partial distance of 65 feet to a point marked by a NPS concrete monument stamped 17-1, and continuing in the same direction 603.88 feet to a point marked by a NPS concrete monument stamped 17-2, and continuing in the same direction 105 feet to a point marked by the NPS concrete monument stamped 17-3;

thence in several courses generally southeasterly 3,840 feet, more or less, paralleling the general alignment of U.S. Route 6 and generally distant therefrom about five-tenths of a mile from point 17-3 to point 17-9, these courses being witnessed as follows:

beginning at point 17-3 and running S. 47°09'29" E. a partial distance of 479.61 feet to a point marked by a NPS concrete monument stamped 17-4 and continuing by several courses generally southeasterly approximately 3,220 feet to a point approximately 400 feet northwesterly from North Panet Road along an old woods road; thence in a course S. 42°55'46" W. 70 feet, more or less, to a point marked by a NPS concrete monument stamped 17-9;

thence in a course S. 42°55'46" W.—1,185.64 feet paralleling the general alignment of a town way known as North Panet Road and generally distant therefrom about 300 feet from point 17-9 to point 17-13, this course being witnessed as follows:

beginning at point 17-9 and running S. 42°55'46" W. a partial distance of 115 feet to a point marked by a NPS concrete monument stamped 17-10; and continuing in the same direction 110 feet to a point marked by a NPS concrete monument stamped 17-11, and continuing in the same direction 690 feet to a point marked by a NPS concrete monument stamped 17-12, and continuing in the same direction 270.64 feet to the point marked by a NPS concrete monument stamped 17-13;

thence in a course S. 61°11'21" W.—662.04 feet paralleling the general alignment of a town way known as North Panet Road and generally distant therefrom about 300 feet, from point 17-13 to point 17-15, this course being witnessed as follows:

beginning at point 17-13 and running S. 61°11'21" W. a partial distance of 552.04 feet to a point marked by a NPS concrete monument stamped 17-14, and continuing in the same direction 110 feet to the point marked by a NPS concrete monument stamped 17-15;

thence in a course S. 6°28'22" W. 1,080 feet, more or less, to a point on the centerline of the Panet River;

thence generally southwesterly and southerly 530 feet, more or less, following the centerline of said river;

thence generally southeasterly 1,350 feet, more or less;

thence generally southerly 800 feet, more or less, to a point approximately 950 feet east of the easterly sideline of U.S. Route 6;

thence southwesterly 2,290 feet, more or less, to a point approximately 1,210 feet southwest of the westerly sideline of U.S. Route 6;

thence northwesterly 345 feet, more or less;

thence in a course S. 75°38'02" W.—670 feet, more or less, to a NPS concrete monument stamped 14-5;

thence in a course S. 75°38'02" W.—3,735.03 feet from point 14-5 to point 14-8, this point lying opposite the intersection of a town way known as Mill Pond Road and a county way known as Old County Road, this course being witnessed as follows:

beginning at point 14-5 and running S. 75°38'20" W. a partial distance of 668.24

feet to a point marked by a NPS concrete monument stamped 14-6, and continuing in the same direction 2,365.17 feet to a point marked by a NPS concrete monument stamped 14-7, and continuing in the same direction 681.60 feet to a point marked by a NPS concrete monument stamped 14-8;

thence in a course southerly an arc distance of 221.72 feet (with a radius of 565 feet) along the easterly right-of-way line of Old County Road to a point marked by a NPS disk in a county road bound stamped 14-9, this point lying S. 29°12'11" W.—229.23 feet from point 14-8;

thence in a course S. 17°53'10" W.—775.05 feet along the easterly right-of-way line of Old County Road to a point marked by a NPS disk in a county road bound stamped 14-10;

thence in a course southerly an arc distance of 528.72 feet (with a radius of 1,862.31 feet) along the easterly right-of-way line of Old County Road to a point marked by a NPS disk in a county road bound stamped 14-11, this point lying S. 9°50'10" W.—526.95 feet from point 14-10;

thence in a course S. 1°45'10" W.—334.35 feet along the easterly right-of-way line of Old County Road to a point marked by a NPS disk in a county road bound stamped 14-12;

thence in a course southerly an arc distance of 277.61 feet (with a radius of 475.12 feet) along the easterly right-of-way line of Old County Road to a point marked by a NPS disk in a county road bound stamped 14-13, this point lying S. 15°02'26" E.—273.68 feet from point 14-12;

thence in a course S. 31°46'40" E.—376.17 feet along the easterly right-of-way line of Old County Road to a point marked by a NPS disk in a county road bound stamped 14-14;

thence in a course southerly an arc distance of 199.36 feet (with a radius of 825 feet) along the easterly right-of-way line of Old County Road to a point marked by a NPS disk in a county road bound stamped 14-15, this point lying S. 21°51'18" E.—198.83 feet from point 14-14;

thence in a course southerly an arc distance of 511.77 feet (with a radius of 824.25 feet) along the easterly right-of-way line of Old County Road to a point marked by a NPS disk in a county road bound stamped 14-16, this point lying S. 0°03'43" E.—503.59 feet from point 14-15;

thence in a course S. 17°38'31" W.—659.44 feet along the easterly right-of-way line of Old County Road to a point marked by a NPS disk in a county road bound stamped 14-17;

thence in a course S. 11°10'22" W.—341.34 feet along the easterly right-of-way line of Old County Road to a point marked by a NPS disk in a county road bound stamped 14-18;

thence in a course S. 5°44'48" W.—626.47 feet along the easterly right-of-way line of Old County Road to a point marked by a NPS disk in a county road bound stamped 14-19;

thence in a course S. 11°21'45" W.—245.72 feet along the easterly right-of-way line of Old County Road to a point marked by a NPS disk in a county road bound stamped 14-20;

thence in a course S. 2°09'41" W.—159.91 feet along the easterly right-of-way line of Old County Road to a point marked by a NPS disk in a county road bound stamped 14-21;

thence in a course S. 9°46'38" E.—263.19 feet along the easterly right-of-way line of Old County Road from point 14-21 to point

14-23, this course being witnessed as follows:

beginning at point 14-21 and running S. 9°46'38" E. a partial distance of 156.07 feet to a point marked by a NPS concrete monument stamped 14-22, and continuing in the same direction a distance of 127.12 feet to the point marked by a NPS disk in a county road bound stamped 14-23;

thence in a course S. 17°10'02" E.—266 feet along the easterly right-of-way line of Old County Road to a point marked by a NPS disk in a county road bound stamped 25-1;

thence in a course S. 34°39'34" E.—176 feet along the easterly right-of-way line of Old County Road to a point marked by a NPS concrete monument stamped 25-2, this point lying opposite the southerly right-of-way line of a town way known as Ryder Beach Road;

thence in a course N. 55°20'26" E.—300 feet to a point marked by a NPS concrete monument stamped 25-3;

thence in a course S. 34°39'34" E.—472.41 feet paralleling the general alignment of Old County Road and generally distant therefrom about 300 feet, from point 25-3 to point 25-5, this course being witnessed as follows:

beginning at point 25-3 and running S. 34°39'34" E. a partial distance of 100 feet to a point marked by a NPS concrete monument stamped 25-4, and continuing in the same direction 407.35 feet to a point marked by a NPS concrete monument stamped 25-5;

thence in a course S. 24°46'09" E.—246.55 feet paralleling the general alignment of Old County Road and generally distant therefrom about 300 feet, to a point marked by a NPS concrete monument stamped 25-6;

thence in a course S. 15°43'01" E.—471.11 feet paralleling the general alignment of Old County Road and generally distant therefrom about 300 feet, to a point marked by a NPS concrete monument stamped 25-7;

thence in a course S. 37°23'49" E.—407.55 feet paralleling the general alignment of Old County Road and generally distant therefrom about 300 feet, to a point marked by a NPS concrete monument stamped 25-8, this point lying about 600 feet south of the southerly right-of-way line of a town way known as Prince Valley Road;

thence in a course S. 63°16'06" W.—3,374.11 feet from point 25-8 to point 25-10, this point 25-10 lying on a line between Massachusetts Geodetic Survey Station 145-Z and Massachusetts Geodetic Survey Station 145-Z, which Station 145-Z lies N. 10°12' W.—593.17 feet from point 25-10, this course being witnessed as follows:

beginning at point 25-8 and running S. 63°16'06" W. a partial distance of 232.55 feet to a point marked by a NPS concrete monument stamped 25-9, and continuing in the same direction 1,117.56 feet to a point marked by a NPS concrete monument stamped 25-10;

thence continuing in a course S. 63°15' W. about 375 feet to the mean high water line of Cape Cod Bay, at the southern extremity of a town landing known as 1st Beach Landing, and continuing in the same course to a point 1/4 mile offshore at the mean low water line of Cape Cod Bay;

thence turning and running along a 1/4 quarter of a mile offshore of and parallel to the mean low-water line of Cape Cod Bay, meandering in a general southerly northerly direction rounding Jeremy Pond; thence in a general northerly direction as a line a quarter of a mile offshore of



the mean low-water line on the
of Wellfleet Harbor, to a point
of a mile due north of the mean
at the eastern tip of Great
captioned on the U.S. Geological
Sheet Quadrangle Sheet (1958);

due north (True meridian) to the
line on the north shore of
River estuary in the vicinity
ence with Wellfleet Harbor;

along the mean high-water line
y, northwesterly, and north-
the easterly right-of-way line of
Neck Road at its crossing of Her-

course S. 27°15'00" E. about 245
ft on the 20-foot contour line
NPS concrete monument stamped
the easterly right-of-way line of
Neck Road, the elevation of the
monument being 20.564;

a meandering line in a general
northerly direction along the
in a distance of 2,210 feet more
the point at or near NPS con-
monument stamped 26-1 to a point at
monument stamped 26-6 at the
of the 20-foot contour line with
after described line between
26-6 and 26-7; this 20-foot con-
tary line is witnessed by NPS con-
monument set at or near said 20-foot
follows:

the monument stamped 26-2, the
of the disk being 20.233 feet,
67°02'36" E.—299.75 feet from
r to monument 26-1;

the monument stamped 26-3, the
of the disk being 20.739 feet,
72°14'30" E.—460.71 feet from
monument 26-2;

the monument stamped 26-4, the
of the disk being 20.758 feet,
42°02'19" E.—553.38 feet from
r to monument stamped 26-3;

the monument stamped 26-5, the
of the disk being 20.570 feet,
80°02'44" E.—389.99 feet from
r to monument 26-4; and said

the monument stamped 26-6, the
of the disk being 20.520 feet,
53°03'49" E.—218.27 feet from
r to monument 26-5;

course N. 21°34'37" E. 330 feet,
to Mill Creek;

generally easterly along Mill Creek
for or less,

approximately due north 1,000 feet,
to a point on or near an old

generally northeasterly and northerly
ly paralleling said old cartway
more or less, to a point on the
side line of a town way known as
Road approximately 1,030 feet
intersection of High Toss and
or Road;

generally easterly and northeasterly
contourly side line of said High
300 feet, more or less, to its
with two access roads;

generally northerly 650 feet, more or
the westerly side line of the
road and a town way known
e Road to the northeasterly side-
right-of-way of the New York,
& Hartford Railroad;

generally easterly along the northeasterly
said railroad right of way 1,660
or less;

generally easterly 220 feet, more or less,
on the 20-foot contour being at

or near a NPS concrete monument stamped
25-25;

thence in a course N. 20°14'52" W.—212.30
feet near the scar of an old roadway to a
point marked by a NPS concrete monument
stamped 25-26;

thence in a course N. 10°09'45" E.—70.51
feet, more or less, near the scar of an old
roadway to a point on the 20-foot contour
at or near a NPS concrete monument stamped
25-27, the elevation of the disk being 20.407
feet, and lying 70.51 feet from said NPS
concrete monument 25-26;

thence in a meandering line in a generally
easterly and northerly direction, south of the
edge of the Herring River Marshes, so-called,
6,200 feet, more or less, along the 20-foot
contour from the point at or near NPS con-
crete monument stamped 19-11; this 20-foot
contour boundary line is witnessed by NPS
concrete monuments set at or near said 20-
foot contour, as follows:

NPS concrete monument stamped 25-28, the
elevation of the disk being 20.520 feet,
lying N. 57°55'25" E.—238.58 feet from NPS
concrete monument 25-27;

NPS concrete monument stamped 25-29, the
elevation of the disk being 20.329 feet,
lying S. 64°39'00" E.—179.49 feet from NPS
concrete monument 25-28;

NPS concrete monument stamped 25-30, the
elevation of the disk being 20.502 feet,
lying N. 11°44'38" E.—95.61 feet from NPS
concrete monument 25-29;

NPS concrete monument stamped 25-31, the
elevation of the disk being 20.520 feet,
lying S. 77°14'32" E.—234.80 feet from NPS
concrete monument 25-30;

NPS concrete monument stamped 25-32, the
elevation of the disk being 20.501 feet,
lying N. 8°51'24" E.—520.70 feet from NPS
concrete monument 25-31;

NPS concrete monument stamped 25-33, the
elevation of the disk being 20.447 feet,
lying N. 58°14'28" E.—156.95 feet from NPS
concrete monument 25-32;

NPS concrete monument stamped 25-34, the
elevation of the disk being 20.318 feet,
lying S. 65°49'58" E.—271.81 feet from NPS
concrete monument 25-33;

NPS concrete monument stamped 25-35, the
elevation of the disk being 20.391 feet,
lying N. 12°30'26" E.—341.10 feet from NPS
concrete monument 25-34;

NPS concrete monument stamped 25-36, the
elevation of the disk being 20.047 feet,
lying N. 53°21'59" E.—246.34 feet from NPS
concrete monument 25-35;

NPS concrete monument stamped 25-37, the
elevation of the disk being 20.057 feet,
lying S. 84°01'14" E.—187 feet from NPS
concrete monument 25-36;

NPS concrete monument stamped 25-38, the
elevation of the disk being 20.270 feet,
lying N. 58°50'00" E.—161.23 feet from NPS
concrete monument 25-37;

NPS concrete monument stamped 25-39, the
elevation of the disk being 20.379 feet,
lying N. 7°22'35" W.—250.95 feet from NPS
concrete monument 25-38;

NPS concrete monument stamped 25-40, the
elevation of the disk being 20.518 feet,
lying N. 37°07'19" E.—340.86 feet from NPS
concrete monument 25-39;

NPS concrete monument stamped 25-41, the
elevation of the disk being 20.829 feet,
lying N. 75°28'15" E.—313.70 feet from NPS
concrete monument 25-40;

NPS concrete monument stamped 25-42, the
elevation of the disk being 20.631 feet,
lying S. 83°49'00" E.—198.06 feet from NPS
concrete monument 25-41;

NPS concrete monument stamped 19-1, the
elevation of the disk being 20.937 feet,
lying N. 64°39'58" E.—301.15 feet from
NPS concrete monument 25-42;

NPS concrete monument stamped 19-2, the
elevation of the disk being 20.443 feet,

lying S. 47°52'24" E.—164.75 feet from NPS
concrete monument 19-2;

NPS concrete monument stamped 19-3, the
elevation of the disk being 20.034 feet,
lying N. 18°47'40" E.—260.67 feet from NPS
concrete monument 19-2;

NPS concrete monument stamped 19-4, the
elevation of the disk being 20.634 feet,
lying N. 74°09'21" E.—346.56 feet from NPS
concrete monument 19-3;

NPS concrete monument stamped 19-5, the
elevation of the disk being 20.362 feet,
lying S. 1°36'43" E.—106.50 feet from NPS
concrete monument 19-4;

NPS concrete monument stamped 19-6, the
elevation of the disk being 20.154 feet,
lying S. 61°22'54" E.—194.35 feet from NPS
concrete monument 19-5;

NPS concrete monument stamped 19-7, the
elevation of the disk being 20.537 feet,
lying N. 26°37'03" E.—196.51 feet from NPS
concrete monument 19-6;

NPS concrete monument stamped 19-8, the
elevation of the disk being 20.553 feet,
lying N. 76°36'28" E.—214.69 feet from NPS
concrete monument 19-7;

NPS concrete monument stamped 19-9, the
elevation of the disk being 20.460 feet,
lying S. 62°47'39" E.—154.77 feet from NPS
concrete monument 19-8;

NPS concrete monument stamped 19-10, the
elevation of the disk being 20.619 feet,
lying N. 47°09'55" E.—137.14 feet from NPS
concrete monument 19-9;

NPS concrete monument stamped 19-11, the
elevation of the disk being 20.332 feet,
lying S. 29°30'35" E.—214.85 feet from NPS
concrete monument 19-10;

thence in a line generally easterly 175 feet,
more or less, to a point on the 20-foot con-
tour at or near NPS concrete monument
stamped 19-12, the elevation of the disk
being 20.535 feet;

thence following the 20-foot contour north-
easterly to NPS monument 19-16, the eleva-
tion of the disk being 20.555 feet, lying
N. 25°25'05" E.—322.25 feet from NPS con-
crete monument 19-15;

thence in a line northeasterly 420 feet, more
or less, to a point on the 20-foot contour at
or near NPS concrete monument stamped
19-20, the elevation of the disk being 20.505
feet;

thence in a line generally easterly 700 feet,
more or less, to a point on the 20-foot con-
tour on the westerly side line of Massachu-
setts State Highway, U.S. Route 6 at or near
NPS concrete monument stamped 19-25, the
elevation of the disk being 20.575 feet;

thence in a course N. 89°00'48" E.—2,611.56
feet from point 19-25 to point 19-30, which
point (19-30) is set on the easterly right-of-
way line of the Cape & Vineyard Electric Co.
power transmission line, said point lying
due east on the True meridian and N. 89°00'-
48" E. on the Massachusetts (Mamland)
Coordinate System meridian, this course
being witnessed as follows:

beginning at point 19-25 and running
N. 89°00'48" E. a partial distance of 25.62
feet to a point marked by a NPS concrete
monument stamped 19-26 (which is set at
the intersection of this boundary and a
line between Massachusetts Geodetic Survey
Station 14-AL and Massachusetts
Geodetic Survey Station 14-AM, which
point (14-AM) is N. 2°45'44" E.—105.1
feet from said NPS 19-26), and continuing
in the same direction (N. 89°00'48" E.)
a distance of 138.50 feet to a point marked
by a NPS concrete monument stamped
19-27 set on the easterly side line of U.S.
Route 6, and continuing in the same di-
rection 1,367.50 feet to a point marked
by a NPS concrete monument stamp-
19-28, and continuing in the same direc-

from 350.50 feet to a point marked by a NPS concrete monument stamped 19-29, and continuing in the same direction 727.44 feet to the point marked by NPS concrete monument stamped 19-30;

thence in a course S. 7°57'27" E.—1,975.14 feet along the easterly right-of-way line of the Cape & Vineyard Electric Co. power transmission line, from point 19-30 to point 19-33, this course being witnessed as follows: beginning at point 19-30 and running S. 7°57'27" E. a partial distance of 877.97 feet to a point marked by a NPS concrete monument stamped 19-31, and continuing in the same direction 485.31 feet to a point marked by a NPS concrete monument stamped 19-32, and continuing in the same direction 611.86 feet to the point marked by NPS concrete monument stamped 19-33;

thence in a course S. 24°43'08" E.—4,146.32 feet along the easterly right-of-way line of the Cape & Vineyard Electric Co. power transmission line, from point 19-33 to point 22-4, this course being witnessed as follows: beginning at point 19-33 and running S. 24°43'08" E. a partial distance of 1,197.25 feet to a point marked by a NPS concrete monument stamped 19-34, and continuing in the same direction 704.84 feet to a point marked by a NPS concrete monument stamped 19-35, and continuing in the same direction 861.03 feet to a point marked by a NPS concrete monument stamped 22-1, and continuing in the same direction 814.58 feet to a point marked by a NPS concrete monument stamped 22-2, and continuing in the same direction 372.65 feet to a point marked by a NPS concrete monument stamped 22-3, and continuing in the same direction 165.92 feet to the point marked by NPS concrete monument stamped 22-4;

thence in a course S. 1°30'49" W.—632.91 feet along the easterly right-of-way line of the Cape & Vineyard Electric Co. power transmission line to a point marked by a NPS concrete monument stamped 22-5;

thence in a course S. 4°47'08" W.—1,733.82 feet along the easterly right-of-way line of the Cape & Vineyard Electric Co. power transmission line from point 22-5 to point 22-7, this course being witnessed as follows: beginning at point 22-5 and running S. 4°47'08" W. a partial distance of 249.92 feet to a point marked by a NPS concrete monument stamped 22-6, and continuing in the same direction 1,483.90 feet to the point marked by NPS concrete monument stamped 22-7;

thence in a course S. 1°30'03" W.—1,146.23 feet along the easterly right-of-way line of the Cape & Vineyard Electric Co. power transmission line from point 22-7 to point 22-9, this course being witnessed as follows: beginning at point 22-7 and running S. 1°30'03" W. a partial distance of 952.24 feet to a point marked by a NPS concrete monument stamped 22-8, and continuing in the same direction 193.99 feet to the point marked by NPS concrete monument stamped 22-9;

thence in a course S. 79°29'21" E.—2925.52 feet along the easterly right-of-way line of the Cape & Vineyard Electric Co. power transmission line from point 22-9 to point 22-11, this course being witnessed as follows: beginning at point 22-9 and running S. 79°29'21" E. a partial distance of 2,551.59 feet to a point marked by a NPS concrete monument stamped 22-10, and continuing in the same direction 373.93 feet to the point marked by NPS concrete monument stamped 22-11;

thence in a course S. 76°41'35" E.—318.35 feet along the easterly right-of-way line of

the Cape & Vineyard Electric Co. power transmission line to a point marked by a NPS concrete monument stamped 22-12;

thence in a course S. 70°30'53" E.—316.35 feet along the easterly right-of-way line of the Cape & Vineyard Electric Co. power transmission line to a point marked by a NPS concrete monument stamped 22-13;

thence in a course S. 65°04'21" E.—320.64 feet along the easterly right-of-way line of the Cape & Vineyard Electric Co. power transmission line to a point marked by a NPS concrete monument stamped 22-14;

thence in a course S. 57°12'47" E.—324.02 feet along the easterly right-of-way line of the Cape & Vineyard Electric Co. power transmission line to a point marked by a NPS concrete monument stamped 22-15;

thence in a course S. 53°08'35" E.—307.54 feet along the easterly right-of-way line of the Cape & Vineyard Electric Co. power transmission line to a point marked by a NPS concrete monument stamped 22-16;

thence in a course S. 46°29'26" E.—317.24 feet along the easterly right-of-way line of the Cape & Vineyard Electric Co. power transmission line to a point marked by a NPS concrete monument stamped 22-17;

thence in a course S. 40°32'25" E.—320.67 feet along the easterly right-of-way line of the Cape & Vineyard Electric Co. power transmission line to a point marked by a NPS concrete monument stamped 21-1;

thence in a course S. 36°44'15" E.—3,555.34 feet along the easterly right-of-way line of the Cape & Vineyard Electric Co. power transmission line from point 21-1 to point 23-2, this course being witnessed as follows: beginning at point 21-1 and running S. 36°44'15" E. a partial distance of 857.12 feet to a point marked by a NPS concrete monument stamped 21-2, and continuing in the same direction 2,165.92 feet to a point marked by a NPS concrete monument stamped 23-1, and continuing in the same direction 522.30 feet to point marked by NPS concrete monument stamped 23-5;

thence in a course S. 65°44'52" E.—1,350.56 feet along the easterly right-of-way line of the Cape & Vineyard Electric Co. power transmission line from point 23-2 to point 23-5, this course being witnessed as follows: beginning at point 23-2 and running S. 65°44'52" E. a partial distance of 303.77 feet to a point marked by a NPS concrete monument stamped 23-3, and continuing in the same direction 715.41 feet to a point marked by a NPS concrete monument stamped 23-4, and continuing in the same direction 261.60 feet to the point marked by NPS concrete monument stamped 23-5;

thence in a course S. 11°03'34" E.—160 feet, more or less, along the easterly right-of-way line of the Cape & Vineyard Electric Co. power transmission line to a point on the northwest boundary line of land known as Camp Wellfleet military Reservation marked by a NPS concrete monument stamped 23-9;

thence S. 36°07'10" W.—150.30 feet to a point marked by a NPS monument stamped 23-10;

thence S. 14°03'34" E.—415.00 feet to a point marked by a NPS monument stamped 23-11;

thence S. 02°32'01" E.—6.0 feet, more or less, to a point on the easterly side line of the right-of-way of the New York, New Haven & Hartford Railroad Co.;

thence west 130 feet, more or less, to the westerly side line of said railroad company right-of-way;

thence southerly along the westerly side line of said railroad company right-of-way 1,400 feet, more or less;

thence west 240 feet, more or less, to a point on the easterly side line of Massachusetts State Highway, U.S. Route 6;

thence southerly along the easterly side line of U.S. Route 6, 2,300 feet, more or less;

thence easterly 160 feet, more or less, to the westerly side line of said railroad company right-of-way;

thence southerly along the westerly side line of the railroad company right-of-way 160 feet, more or less, to the Eastham-Walpole town line at Hatches Creek;

thence generally easterly 250 feet, more or less, along Hatches Creek (the town line) to a point on the easterly side line of the Cape & Vineyard Electric Co. easement at a point marked by a NPS concrete monument stamped 30-3;

thence in a course S. 38°25'37" E.—52.0 feet from point 30-3 to point 31-5, point 31-5 lying due north (True Meridian) of the intersection of the easterly right-of-way line of a town way known as Nantux Road with the northerly right-of-way line of a town way known as Cable Road at point 31-9 hereinafter mentioned; this course being witnessed as follows:

beginning at point 30-3 and running S. 38°25'37" E. a partial distance of 16.0 feet to a point marked by a NPS concrete monument stamped 31-1, and continuing in the same direction 1,262.22 feet to a point marked by a NPS concrete monument stamped 31-2, and continuing in the same direction 956.30 feet to a point marked by a NPS concrete monument stamped 31-3, and continuing in the same direction 1,404 feet to a point marked by a NPS concrete monument stamped 31-4, and continuing in the same direction 1,237.45 feet to the point marked by NPS concrete monument stamped 31-5;

thence in several courses generally southerly 3,250 feet, more or less, from point 31-5 to point 31-9 lying at the northerly right-of-way intersection of the above-named roads, the courses being witnessed as follows:

beginning at a point 31-5 and running S. 1°01'31" E. a partial distance of 1,540 feet to a point marked by a NPS concrete monument stamped 31-6, and continuing generally southerly in several courses 160 feet, more or less, to a point marked by a NPS concrete monument stamped 31-7, and continuing in a course S. 1°01'37" E. 500 feet to a point marked by a NPS concrete monument stamped 31-8, and continuing in the same direction 29.10 feet to the point marked by a large spike star 31-9 (Note: point 31-5 lies due north, True Meridian, of point 31-9);

thence in a course S. 61°11'21" W.—600 feet along the easterly right-of-way line of said town way known as Nantux Road, from point 31-9 to point 31-11, this course being witnessed as follows:

beginning at point 31-9 and running S. 36°30'02" E. a partial distance of 87.1 feet to a point marked by a NPS monument stamped 31-10 in a town road bound, and continuing in the same direction 612.9 feet to the point marked by NPS monument stamped 31-11 in a town road bound;

thence in a course S. 51°47'42" E.—15 feet along the easterly right-of-way line of said town way known as Nantux Road to a point marked by a NPS disk stamped 31-12 in a town road bound;

thence in a course S. 31°21'55" E.—31 feet along the easterly right-of-way line of said town way known as Nantux Road to a point marked by a NPS disk stamped 31-13 in a town road bound;



thence southeasterly an arc distance of 690.10 feet (with a radius of 690.10 feet) to the easterly right-of-way line of said town way known as Nauset Road to a point marked by a NPS disk stamped 33-1 in a town road bound; this point lying S. 13°41'22" E. from point 33-13;

thence in a course S. 7°03'55" E.—256.66 feet along the easterly right-of-way line of said town way known as Nauset Road to a point marked by a NPS disk stamped 33-2 in a town road bound;

thence southeasterly an arc distance of 533.22 feet (with a radius of 533.22 feet) to the easterly right-of-way line of said town way known as Nauset Road to a point marked by a NPS disk stamped 33-3 in a town road bound; this point lying S. 27°05'55" E. from point 33-2;

thence in a course S. 34°17'46" E.—151.53 feet along the easterly right-of-way line of said town way known as Nauset Road to a point marked by a NPS disk stamped 33-4 in a town road bound;

thence in a course S. 25°24'40" E.—321.61 feet along the easterly right-of-way line of said town way known as Nauset Road to a point marked by a NPS disk stamped 33-5 in a town road bound;

thence southeasterly an arc distance of 817.03 feet (with a radius of 817.03 feet) to the easterly right-of-way line of said town way known as Nauset Road to a point marked by a NPS disk stamped 33-6 in a town road bound; this point lying S. 35°13'00" E. from point 33-5;

thence in a course S. 45°02'11" E.—182.19 feet along the easterly right-of-way line of said town way known as Nauset Road to a point marked by a NPS disk stamped 33-7 in a town road bound;

thence southeasterly an arc distance of 1,342.49 feet (with a radius of 1,342.49 feet) to the easterly right-of-way line of said town way known as Nauset Road to a point marked by a NPS disk stamped 33-8 in a town road bound; this point lying S. 41°47'00" E. from point 33-7;

thence in a course S. 38°33'12" E.—167.51 feet along the easterly right-of-way line of said town way known as Nauset Road to a point marked by a NPS disk stamped 33-9 in a town road bound;

thence southeasterly an arc distance of 564.96 feet (with a radius of 564.96 feet) to the easterly right-of-way line of said town way known as Nauset Road to a point marked by a NPS disk stamped 33-10 in a town road bound; this point lying S. 12°12'00" E. from point 33-9;

thence in a course S. 21°51'08" E.—627.96 feet along the easterly right-of-way line of said town way known as Nauset Road to a point marked by a NPS disk stamped 33-11 in a town road bound;

thence in a course S. 20°49'51" E.—441.42 feet along the easterly right-of-way line of said town way known as Nauset Road to a point marked by a NPS disk stamped 33-12 in a town road bound;

thence southeasterly an arc distance of 1,660.40 feet (with a radius of 1,660.40 feet) to the easterly right-of-way line of said town way known as Nauset Road to a point marked by a NPS disk stamped 33-13 in a town road bound; this point lying S. 10°55'00" E. from point 33-12;

thence in a course S. 00°55'19" E.—100 feet, along the easterly right-of-way line of said town way known as Nauset Road;

thence southeasterly in several courses, more or less;

thence southeasterly in several courses, more or less;

thence generally southerly in several courses, more or less, paralleling the general alignment of Nauset Road and generally distant therefrom 500 feet, more or less, to a point marked by a NPS concrete monument stamped 33-19, and continuing generally southerly 310 feet, more or less;

thence by several courses generally westerly approximately 2,270 feet, paralleling the general alignment of Nauset Road and generally distant therefrom 500 feet, more or less, to a point on the easterly right-of-way line of said town way known as Schoolhouse Road;

thence in a course S. 15°57'50" W.—30 feet, more or less, along the easterly right-of-way line of said town way known as Schoolhouse Road to a point marked by a NPS disk stamped 33-25 in a town road bound;

thence in a course S. 15°57'50" W.—142.23 feet along the easterly right-of-way line of said town way known as Schoolhouse Road to a point marked by a NPS disk stamped 33-26 in a town road bound;

thence in a course S. 3°32'50" W.—267.18 feet to a point marked by a NPS disk stamped 33-27 in a town road bound;

thence continuing in the same direction 100 feet, more or less, to a point at or near the intersection of the northerly right-of-way line of Nauset Road and the easterly right-of-way line of Schoolhouse Road;

thence generally westerly along the northerly right-of-way line of Nauset Road 530 feet, more or less, to a point on the easterly right-of-way line of U.S. Route 6;

thence southeasterly along the easterly right-of-way line of U.S. Route 6 across Nauset Road to a point near the southerly right-of-way line of Nauset Road at a point marked by a NPS concrete monument stamped 33-30; this point lying on the right-of-way line of the Massachusetts State Highway (U.S. Route 6);

thence in a course S. 39°42'18" E.—231.00 feet along the easterly right-of-way line of the Massachusetts State Highway (U.S. Route 6) to a point marked by a MIB stamped 33-31;

thence in a course S. 60°56'14" E.—82.69 feet along the easterly right-of-way line of the Massachusetts State Highway (U.S. Route 6) to a point marked by a MIB stamped 33-32;

thence in a course S. 34°55'33" E.—211.09 feet along the easterly right-of-way line of the Massachusetts State Highway (U.S. Route 6) to a point marked by a MIB stamped 33-33;

thence in a course S. 18°05'44" E.—223.73 feet along the easterly right-of-way line of the Massachusetts State Highway (U.S. Route 6) to a point marked by a MIB stamped 33-34;

thence in a course S. 11°42'32" E.—133.19 feet along the easterly right-of-way line of the Massachusetts State Highway (U.S. Route 6) to a point marked by a MIB stamped 33-35;

thence in a course S. 4°44'29" E.—350 feet along the easterly right-of-way line of the Massachusetts State Highway (U.S. Route 6) to a point marked by a MIB stamped 33-36;

thence in a course S. 10°26'53" W.—263.64 feet along the easterly right-of-way line of the Massachusetts State Highway (U.S. Route 6) to a point marked by a MIB stamped 33-37;

thence in a course N. 83°06'34" W.—20 feet along the easterly right-of-way line of the Massachusetts State Highway (U.S. Route 6) to a point marked by a MIB stamped 33-38;

thence in a course S. 11°49'36" W.—20 feet along the easterly right-of-way line of the

Massachusetts State Highway (U.S. Route 6) to a point marked by a MIB stamped 33-39;

thence in a course S. 1°47'13" W.—52.11 feet along the easterly right-of-way line of the Massachusetts State Highway (U.S. Route 6) to a point marked by a MIB stamped 33-40;

thence in a course southerly an arc distance of 374.79 feet (with a radius of 3,654.96 feet) along the easterly right-of-way line of the Massachusetts State Highway (U.S. Route 6) to a point marked by a MIB stamped 33-41; this point lying S. 66°32'07" E.—374.63 feet from point 33-40;

thence in a course S. 3°30'37" E.—639.34 feet along the easterly right-of-way line of the Massachusetts State Highway (U.S. Route 6) to a point marked by a NPS disk stamped 33-42 set in a concrete bound at the northerly boundary of the Eastham Town Hall property;

thence in a course N. 75°24'19" E.—536.64 feet to a point marked by a NPS concrete monument stamped 33-43 set on the northerly boundary of said Eastham Town Hall property;

thence in a course S. 9°37'20" E.—904.03 feet paralleling the general alignment of the Massachusetts State Highway (U.S. Route 6) and generally distant therefrom about one-tenth of a mile, from point 33-43 to point 33-2, this course being widened as follows: beginning at point 33-43 and running S. 9°37'20" E. a partial distance of 455.47 feet to a point marked by a NPS concrete monument stamped 33-44, and continuing in the same direction 458.56 feet to the point marked by NPS concrete monument stamped 33-2;

thence in a course S. 29°55'56" E.—639.23 feet paralleling the general alignment of the Massachusetts State Highway (U.S. Route 6) and generally distant therefrom about one-tenth of a mile, from point 33-2 to point 33-4, this course being widened as follows: beginning at point 33-2 and running S. 29°55'56" E. a partial distance of 563.10 feet to a point marked by a NPS concrete monument stamped 33-45, and continuing in the same direction 312.13 feet to the point marked by NPS concrete monument stamped 33-4;

thence in a course S. 13°45'00" E.—937.45 feet paralleling the general alignment of the Massachusetts State Highway (U.S. Route 6) and generally distant therefrom about one-tenth of a mile, to a point marked by a NPS concrete monument stamped 33-46;

thence in a course S. 3°55'14" E.—645.75 feet paralleling the general alignment of the Massachusetts State Highway (U.S. Route 6) and generally distant therefrom about one-tenth of a mile, from point 33-46 to point 33-7, this course being widened as follows:

beginning at point 33-46 and running S. 3°55'14" E. a partial distance of 343.61 feet to a point marked by a NPS concrete monument stamped 33-47, and continuing in the same direction 302.11 feet to said point marked by a NPS concrete monument stamped 33-7;

thence in a course S. 31°47'09" E.—464.26 feet paralleling the general alignment of the Massachusetts State Highway (U.S. Route 6) and generally distant therefrom about one-tenth of a mile, from point 33-7 to point 33-9, this course being widened as follows:

beginning at point 33-7 and running S. 31°47'09" E. a partial distance of 411.96 feet to a point marked by a NPS concrete monument stamped 33-48, and continuing in the same direction 722.30 feet to said point marked by a NPS concrete monument stamped 33-9;

thence in a course S. 17°55'40" E.—1360.53 feet more or less, paralleling the general alignment of the Massachusetts State Highway (U.S. Route 6) to a point marked by a NPS concrete monument stamped 33-50;

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S. Route 6) and generally distant about one-tenth of a mile, from -9 to a point in a small stream, this being witnessed as follows:
thence at point 35-9 and running S. 40° E. a partial distance of 849.50 to a point marked by a NPS concrete monument stamped 35-10, and continuing in the same direction 350 feet, more or less, to a point on the easterly sideline of a town way known as Governor Prence

thence westerly along the easterly side-Governor Prence Road 175 feet, more or less, to a point in a small stream;

The boundary from point 33-43 to point 35-9 in the stream runs southerly along the general alignment of the Nausetts State Highway (U.S. Route 1) is generally distant therefrom about one-tenth of a mile.

meandering in a course southeasterly along the stream to the tidewaters of Town of Orleans, and continuing to the town line;

meandering in a course generally southerly and southeasterly along the town line to the southerly sideline of the town line;

meandering in a course generally southerly in the Town of Orleans by the town line to a point due north of the southerly tip of Nauset Heights as delineated on U.S. Geological Survey Orleans Sheet (1946);

in a course due south (true meridian) to a point on the 20-foot contour in the town line as delineated on the said map sheet at or near a NPS concrete monument stamped 37-1 in an iron pipe, the elevation of the disk being 20.337 feet, lying S. 41° 10' E.—170.18 feet from a U.S. and Geodetic Survey monument, bench mark station "Warner";

in a meandering line in a general southerly and southerly direction a distance of 3,600 feet, more or less, along the 20-foot contour (as computed) from the point at or near NPS disk stamped 37-1 in an iron pipe to a point at or near a NPS concrete monument stamped 37-9, said point 37-9 is 150 feet north of the northerly end of a way known as Beach Road; this 20-foot contour boundary is witnessed by NPS concrete monuments at or near 20-foot contour, as follows:

disk stamped 37-2 in an iron pipe, the elevation of the disk being 20.523 feet, lying S. 87° 00' 01" E. 226.93 feet from NPS disk stamped 37-1;

disk stamped 37-3 in an iron pipe, the elevation of the disk being 20.206 feet, lying S. 67° 09' 10" E. 162.69 feet from NPS disk stamped 37-2;

disk stamped 37-4 in an iron pipe, the elevation of the disk being 21.076 feet, lying S. 31° 10' E. 170.92 feet from NPS disk stamped 37-3;

disk stamped 37-5 in an iron pipe, the elevation of the disk being 20.347 feet, lying S. 41° 30' 41" E. 427.93 feet from NPS disk stamped 37-4;

concrete monument stamped 37-6, the elevation of the disk being 20.235 feet, lying S. 49° 19' 01" E. 437.29 feet from NPS disk stamped 37-5;

concrete monument stamped 37-7, the elevation of the disk being 20.436 feet, lying S. 27° 55' E. 279.01 feet from NPS concrete monument stamped 37-6;

concrete monument stamped 37-8, the elevation of the disk being 20.123 feet, lying S. 35° 37' 19" E. 519.53 feet from NPS concrete monument stamped 37-7;

NPS concrete monument stamped 37-9, the elevation of the disk being 20.355 feet, lying S. 5° 37' 16" E. 634.43 feet from NPS concrete monument stamped 37-8;

thence continuing southerly 150 feet, more or less, along the 20-foot contour to the northerly end of a town way known as Beach Road at the southerly end of Cliff Road;

thence westerly 230 feet, more or less, to the easterly edge of a swamp;

thence northerly, westerly, northerly, and easterly following the edge of the swamp to a point approximately 50 feet north of NPS concrete monument stamped 37-15;

thence southerly 50 feet, more or less, to NPS monument stamped 37-15;

thence S. 4° 50' 44" E. 300.10 feet to NPS concrete monument stamped 37-16, the elevation of the disk being 20.311;

thence generally southerly following the 20-foot contour line 320 feet, more or less;

thence easterly 10 feet, more or less;

thence southerly 150 feet, more or less, to the northerly sideline of Aspinet Road;

thence westerly along the northerly sideline of Aspinet Road 45 feet, more or less;

thence southerly 175 feet, more or less, to the northerly sideline of a way;

thence westerly along the northerly sideline of the way 100 feet, more or less;

thence southerly 150 feet, more or less, to the northwesterly sideline of another way;

thence easterly and northeasterly crossing and following the southeasterly sideline of the way approximately 200 feet to the northeasterly sideline of a way running southeasterly;

thence generally northerly and easterly 200 feet, more or less, following the easterly and southerly sidelines of ways to a point 8 feet, more or less, north of NPS monument stamped 37-20;

thence southerly 8 feet, more or less, to NPS monument stamped 37-20, the elevation of the disk being 19.658;

thence generally southeasterly following the 20-foot contour line 150 feet, more or less, to NPS monument stamped 37-21, the elevation of the disk being 20.536;

thence southerly 20 feet, more or less, to a point approximately 70 feet east of the easterly sideline of a way;

thence 110 feet, more or less, westerly to the southwest sideline of a way running southeasterly;

thence generally southeasterly 300 feet, more or less, along the southwesterly sideline of said way;

thence in several courses westerly, southwesterly, and southerly 550 feet, more or less, to a point on the southerly sideline of Beach Road;

thence in several courses generally southeasterly 640 feet, more or less;

thence southwesterly 210 feet, more or less, to the easterly sideline of a way;

thence southeasterly along the easterly sideline of said way 150 feet, more or less;

thence generally southwesterly 660 feet, more or less, to the head of a tributary of Little Pleasant Bay;

thence generally southerly along the thread of channel of the said tributary passing westerly and southwesterly around Pocket Island and thence southerly into Little Pleasant Bay passing to westerly of the northerly tip of Sampan Island, the westerly tip of Mouey Head, and the southeasterly tip of Hog Island following in general the

center line of Little Pleasant Bay to Pleasant Bay;

thence generally southeasterly in Pleasant Bay along a line passing midway between Sampan Island and Mouey Head to a point on the Chatham-Orleans town line one-quarter of a mile westerly of the mean low-water line of Pleasant Bay on the westerly shore of Nauset Beach;

thence generally southerly in Pleasant Bay in the town of Chatham along a line a quarter of a mile offshore of and parallel to the said mean low-water line of Pleasant Bay on the westerly shore of Nauset Beach to a point a quarter of a mile south of the mean low-water line of the southern tip of Nauset Beach;

thence easterly bounding the southern tip of Nauset Beach along a line a quarter of a mile offshore of and parallel thereto;

thence generally northerly and northwesterly, and westerly along a line a quarter of a mile offshore of and parallel to the mean low-water line of the Atlantic Ocean on the easterly shore of Nauset Beach and to the outer Cape to the point of beginning.

This description encompasses an area of about 27,700 acres of inland and about 10,700 acres of tideland, totaling about 44,000 acres, comprising:
about 5,050 acres of inland and about 2,627 acres of tideland, totaling about 7,677 acres in Provincetown;
about 9,500 acres of inland and about 2,400 acres of tideland, totaling about 11,900 acres in Truro;
about 8,000 acres of inland and about 4,300 acres of tideland, totaling about 12,300 acres in Wellfleet;
about 3,000 acres of inland and about 1,800 acres of tideland, totaling about 4,800 acres in Bourne;
about 1,500 acres of inland and about 2,000 acres of tideland, totaling about 4,100 acres in Orleans;
about 700 acres of inland and about 2,400 acres of tideland, totaling about 3,100 acres in Chatham.

A map depicting the area herein described and identified as Drawing No. NS-CC-7062, dated May 1963, will be kept in the Office of the Superintendent of the Cape Cod National Seashore for public inspection.

It is understood that the boundary description contained herein will be subject to such further minor adjustments as I deem practicable and necessary by virtue of the acquisition of additional acreage for said seashore.

The Cape Cod National Seashore, except as provided otherwise in the act of August 7, 1961, supra, shall be administered subject to the provisions of the act of August 25, 1916 (39 Stat. 554; 16 U.S.C., secs. 1-4), as amended and supplemented, and in accordance with laws of general application relating to the National Park System as defined by the act of August 3, 1905 (34 Stat. 416); except that authority otherwise available to this Department for the establishment and management of national seashores may be used to the extent I deem appropriate and in accordance with the provisions of the aforesaid act of August 7, 1961.

STUART L. USALL,
Secretary of the Interior.

MAY 13, 1966.

[F.R. Doc. 66-1000, Filed, May 31, 1966, 8:45 a.m.]

